



*Blohm & Voss skibsværftet i Hamburg fotograferet i 1945. På billedet ses tydeligt en række ubåde under bygning på de delvis overdækkede beddinge midt i billedet.*

## Hamburg

Blohm & Voss skibsværftet i Hamburg var aftenens andet hovedmål. Skibsværftet ligger direkte modsat centrum af Hamburg på sydsiden side af den nordlige arm af Elben. Skibsværftet fyldte 145 acres og der var omkring 12.000 ansatte på Blohm & Voss i Hamburg. Før krigen bygge man blandt andet slagskibet Bismark og den tunge krydser Admiral von Hipper på Blohm & Voss, men efter krigens start koncentrerede skibsværftet sig udelukkende om at bygge u-både. Op til juni 1944 byggedes hele 171 u-både af typen VII-C på værftet, men herefter gik man over til at bygge de prefabrikerede Type XXI u-både, hvoraf 50 blev søsat. Af disse blev 40 afleveret til den tyske krigsmarine. US Strategic Bombing Survey beskrev i 1945 Blohm & Voss således (uddrag):

'Blohm & Voss occupies a roughly triangular-shaped area of about 145 acres, of which 25 per cent is in buildings, 12 per cent is covered by slipways and five per cent is occupied by the graving dock.

The principal physical equipment of the yard consist of:

- a. Over 100 sizeable shop and office buildings.
- b. Three power plants with an average capacity of 6.000 KW each.
- c. Heating plant.
- d. Gas plant for production of acetylene, oxygen and hydrogen.
- e. Eight slipways, five of which are of modern construction with a light steel superstructure carrying travelling cranes and three are in the old part of the plant.
- f. One concrete graving dock, about 1.200 feet long and 200 feet wide, combined with very extensive air raid shelters completed in 1942.
- g. Eight floating docks of different sizes.
- h. One 250 ton fixed base, swinging hammerhead crane on the outfitting pier for large ships.
- i. Several other types and sizes of swinging and travelling cranes along piers.

- j. Two machine shop buildings fully equipped with all necessary machine tools for building Diesel engines, machining propellers, shafting etc.
- k. Hull department of 10 large bays or shops with necessary machinery for ending, trimming, punching and drilling of ships plates and profiles.

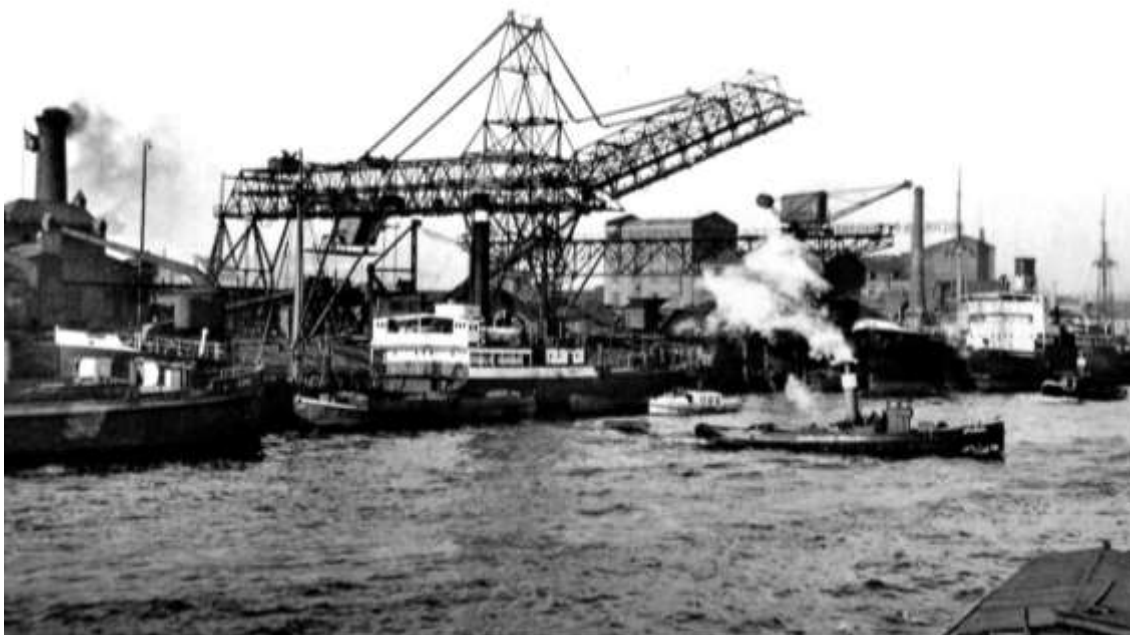
Three air raid shelters were the only monolithic concrete structures in the plant area. The remainder consisted of steel structures with brick, tile or corrugated metal walls; reinforced concrete structures with brick veneer walls and curtain walls; brick buildings with steel columns supporting travelling crane rail girders. Some buildings had one-half brick panelled steel frame walls and other were of structural steel with corrugated metal walls. The hull department had wood block floors, other structures had concrete floors and the foundry building had packed earth floors.

Roofing also varied in different buildings and the most common materials used were wood, corrugated metal and cinder concrete. Combination roofing was the result of war experience. This type of roofing consisted of alternating stripe of wood and cinder concrete. Cinder concrete roofs would damage equipment by becoming fall debris while wooden roofs would burn and cause fire damage. By alternating wood and concrete fires were stopped from spreading and falling concrete would do less damage. Scarcity of corrugated metal prevented its extensive use as a roofing material.

Standard-gauge railroad tracks connecting to the railroad net of the country provide shipping facilities to the whole length of the fitting-out pier, to the slipways and to the principal shop buildings. In addition there was an extensive narrow-gauge net throughout the yard and a wide track for travelling cranes, so that two-, three- or four-rail tracks were laid in different parts of the yard.

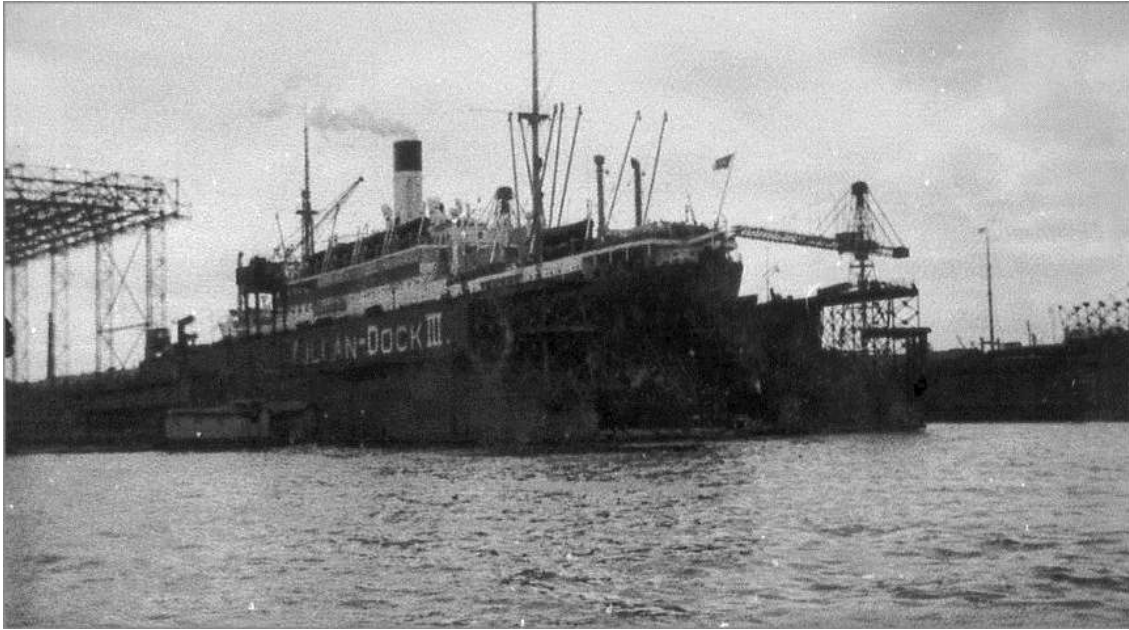
A personnel tunnel under the Elbe with an elevator at each end connects the yard with the central part of Hamburg and normally served its workers as a quick way of reaching the yard. Bombing damaged one of the elevators and made necessary a long trip over the Elbe bridges or the use of a suitable ferry boat.

The yard's power lines were interconnected with the Neuhof Central Station of the city of Hamburg. Neuhof has a very large steam capacity based on burning coal with a 15.000 HP Diesel generator for peak loads and standby service. The Diesel generator was seldom operated however, because of a shortage of Diesel fuel'.



*Hamburg var en travl havn, der var Tysklands 'vindue til verden'. På billedet, der er taget umiddelbart før krigen, ses fragskibe i færd med at blive losset. Hamburg var kendt for sin store omladehastighed, idet havnen rådede over et stort antal kraner og havnespor.*

Hamburg er Tysklands største havn og det skortede ikke på fartøjer i havnen. De allierede holdt nøje øje med Hamburg havn og man havde rettet en lang række luftangreb mod denne. 8th Air Force havde rettet de sidste par angreb mod havnen, de fandt sted den 31. december 1944 (526 fly) samt 17. januar 1945 (147 fly).



*Skib i Dok III på Vulkan værftet, der også var kendt under navnet Howaldtwerke. Da krigen brød ud blev produktionen omlagt til fremstilling af ubåde og værftet nåede at aflevere 71 ubåde til Kriegsmarine indtil marts 1945.*

Den 18. februar 1945 befandt ifølge en britisk fototyder rapport følgende skibe sig i Hamburg:

**Hamburg**

Finkenwarder SPB

1 aircraft security vessel 190'  
Small craft

Ness Basin

6 x 500 ton u-boats  
5 concrete barges

Rusch Basin

3 x 740 ton u-boats  
1 x 500 ton u-boat  
5 x 110' PF u-boats  
Concrete barges  
Small craft

In floating dock Nil

1 mother dock containing 1 pontoon dock

Deutsche Werft, Finkenwarder

Building 5 x 110' PF u-boats  
2 x 740 ton u-boats (abandoned)  
3 medium M/V keels  
7 PF u-boat sections

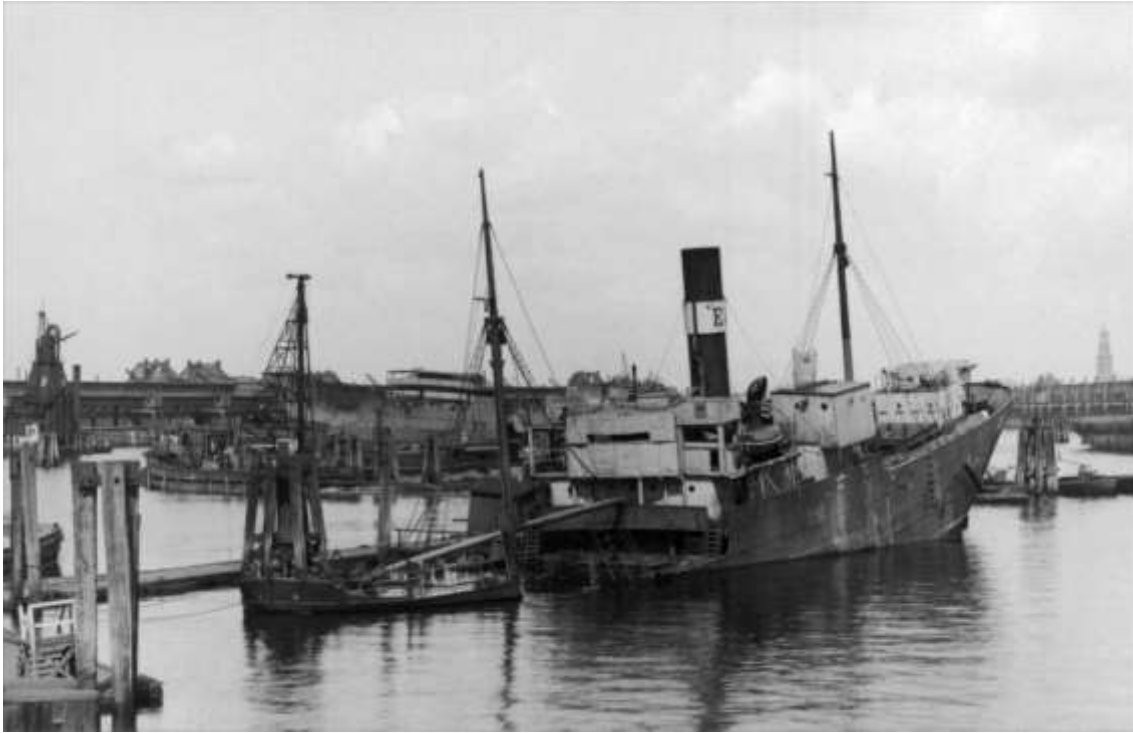
River Warf Liner 505' Der Deutsche L.28

Steendick Basin

Alongside 1 x 110' PF u-boat  
1 ferry 200/250'  
Fitting out  
1 M/V 360' Hansa standard type Probably M.407  
1 M/V 300' Hansa standard type  
In floating dock  
2 x 110' PF u-boats

Kohlfleth

Passenger ferries and small craft



*Ud over fuldt funktionsdygtige skibe (som dog manglede brændstof) fandtes der masser af vrage i havnen i Hamburg. Her ses i Hansahafen damperen Christian Russ i 1945, der blev sænket under bombeangrebet den 25. juli 1943 (Operation Gomorrah).*

Petroleum Basin (part cover)

1 medium M/V  
Oil barges

Park Basin

1 coaster 100/150'  
Oil barges

Walter Schofer Basin

M/V 410' M.444  
M/V 360 N.315  
1 M/V 300' Hansa standard type with deck cargo  
4 M/Vs 200/250'  
1 passenger ferry 200' approx  
1 coastal anker 200' approx  
1 floating dock 520' x 140'  
Barges and lighters

Griesen Wader Basin

Dredgers and lighters

Rugenburger Basin

Lighters

Maaken-Warder Basin

Section 230' x 75 of floating Dock VII  
Damaged barges

Kohlbrand

2 train ferries  
Lighters

Reihersteig Basin

Not covered



*I Grasbrookhafen lå ved krigens afslutning vraget af dette lille fragtskib og i baggrunden ses vraget af den tidligere troppetransporter 'Arion', som blev sænket af bomber den 11. marts 1945.*

#### Kohlenschiff Basin

2 TLC type III  
 1 M/V 500/450'  
 Lighters  
 In mid-basin M/V 360' M.342 (awash)  
 On slips Small craft

#### Entrance Basin

2 x 250' PF u-boats  
 Liner 565' Veendam L.16  
 1 floating crane



*I Strandhafen stak kun mast og skorsten op af vandet fra den damperen 'Eddi' på 1.096 brt , der blev sænket under et bombeangreb den 11. marts 1945.*

### Vulkan Basin & Howaldt Werke

Alongside 2 x 250' PF u-boats  
3 x 500 ton u-boats  
Liner 350' Monte Olivia type L.23  
M/V 350' M.467

Leaving u-boat pens  
1 x 500 ton u-boat

Building Pre-fabricated u-boats sections

Floating Dock III (605' x 105')  
M/V 350' Ilona Siemens type M.388

Floating Dock IV (560' x 75')  
1 x 740 ton u-boat  
1 x 500 ton u-boat

Floating Dock V (430' x 85')  
1 x 740 ton u-boat

Floating Dock I (225' x 85')  
Unoccupied

Floating dock 285'  
1 x 500 ton u-boat

Pontoon dock



*Howaldtswerke AG i Hamburg, der blev ramt af bomber under 20 forskellige luftangreb. 10% af værftets bygninger blev alvorligt beskadiget, 25% moderat, 30% lettere beskadiget og 35% var uskadte efter de mange angreb. De tekniske anlæg slap forholdvis uskadte fra bombningen og de personelletab var også små - 9 dræbte og 58 sårede i løbet af fire år. Der var til stadighed seks til otte skibe til reparation på værftet, der blev repareret af en arbejdsstyrke på omkring 2.000 mand.*

### Blohm & Voss (including part cover of Shipyard Basin)

Building (slips 1 to 5 not covered)  
13 x 250' PF u-boats visible

Floating Docks I & IV not covered

New dry dock not covered



### Kuhwarder Basin

#### Blohm & Voss Quay

5 x 250' PF u-boats (fitting out)  
1 salvage vessel 200/250'  
2 salvage vessels 100/150'  
Liner 820' L.49 (damaged)

#### Sunk

1 M/V 330'  
Possibly 1 x 250' PF u-boat  
Floating Docks IV, V, VI (sunk)

#### Quay opposite Blohm & Voss

Liner 495' General Artigas type L.32 (burnt out)  
1 coaster 150/200'

### Kaiser Wilhelm Basin

#### Alongside

1 x 250' PF u-boat  
Sperrbrecher 360' SP.BO  
Cable ship 400' D.72  
Sperrbrecher 320' SP.AX  
M/V 400' M.292  
M/V 360' Capo Leina type M.305  
M/V 350' ex-Marchel Schiaffino M.412  
1 M/V 300' Hansa standard type  
1 M/V 250/300'  
1 M/V 250'



*Britisk luftfoto af havnen i Hamburg i 1945. Øverst ses rangerbanegården Rothenburgsort og nederst i billedet ses store mængder pramme, der muligvis ikke var i anvendelse på grund af Bomber Commands ødelæggelse kanalforbindelserne ved Ladbergen, hvorefter kultransporterne blev indstillet.*

### Ross Basin

4 x 500 ton u-boats  
Sperrbrecher 470' Sp.BA  
Liner 565' probably St. Louis L.15  
M/V 530' Oranjefontein M.185  
1 M/V 250'  
1 floating dock containing 1 floating crane

Trave Basin

M/V 360' M.453  
1 M/V 200' approx  
Barges and lighters

Ellerholz Basin

Alongside 1 M/V 300/350' (sunk)  
Lying off 1 M/V 200'

Oder Basin

M/V 470' standard type M.208  
Liner 420' Venus L.44  
1 M/V 250'  
1 M/V 200/250'



*Prefabrikeret  
ubådselement i  
Hamburg i maj  
1945.*

Stucken Sohn Reiherstief Deutsche Werft

Not covered

Norderwerft (part cover)

On slips 1 small hull  
1 small vessel  
In sunken floating docks aircraft security vessel 250' (wrecked)

Reiherstieg (part cover)

1 M/V 200/250'  
Barges, lighters and small craft

Altona Free Harbour (part cover)

1 M/V 300/350'  
1 M/V 200' approx  
2 vessels 100/150'

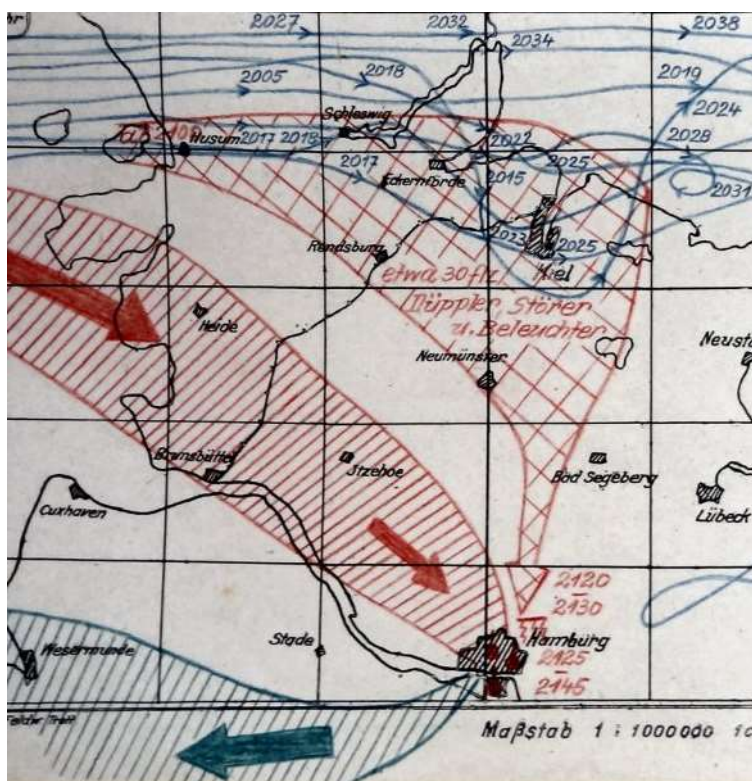
Shipping in the River Elbe

1 x 500 ton u-boat (departing)  
1 'M' class minesweeper 1942 type



Anflyvningen til Hamburg fandt sted fra nordvest. Bombestyrken fløj med sydøstlig kurs fra et punkt ude over Nordsøen vest for Rømø og krydsede den Schleswig-Holstenske vestkyst ved Nordstrand, fløj syd om Husum og til et punkt lidt nord for Neumünster, hvorfra kursen blev ændret til direkte syd mod Hamburg.

Den tyske varslingsstjeneste plottede fra klokken 20.30 styrken til Hamburg. Indflyvningen blev opdaget, da de første maskiner var 120 km vest for Sylt med nordøstlig kurs. Plottene blev kun givet spredt og 2. Jagddivision blev af den britiske aflytningstjeneste ikke hørt før klokken 21.55 og først 7 minutter senere hørte briterne de første meldinger til NJG 3. Den britiske bombestyrke var på dette tidspunkt i retning af Bremerhaven.



Bomber Commands anflyvning af Hamburg den 8. marts 1945. Kortskitsen stammer fra Fluko Kiel

Efter bombningen fortsatte bombestyrken mod syd til lidt sydvest for Hamburg, hvorefter kursen blev sat mod vest og lidt senere igen mod nordvest. Bombestyrken krydsede ud over kysten igen i nærheden af Cuxhaven og fortsatte langs de Frisiske Øer for senere igen at sætte kursen mod nordvest.

To Liberators fra No. 223 Squadron, en Fortress fra No. 214 Squadron og en Mosquito fra No. 192 Squadron udførte jamming med Jostle, Carpet og Piperack, som støtte for angrebsstyrken til Hamburg. Det kom ikke til mange luftkampe i løbet af aftenen. På vej til Hamburg affyrede en Fortress skud mod et ukendt fly over Nordsøen og først over selve målområdet kom det igen til skudveksling, da en bombemaskine beskød en Ju 88. Efter bombningen og på vej hjem kom det til et angreb og to luftkampe over Nordsøen.

Heller ikke luftværnsskytset udgjorde denne aften den store fare for angrebsstyrken til Hamburg. Det kom til lidt tungt luftværnsskydning fra Sylt på vejen ind over land og endvidere kom det til beskydning fra luftværnsskyts ved Kielerkanalen og ved Neumünster. Over selve Hamburg var der 4-9/10 skydække og selv om skydækket var tyndt, hindrede det lyskasterne i at belyse bombeflyene. Luftværnsskydningen over Hamburg blev beskrevet som moderat til let og bestod hovedsagelig af boksskydning. Luftwaffenführungsstab Ic rapporterede, at 184 kanoner i 41 tunge luftværnsbatterier i alt affyrede 5.404 skud mod de angribende maskiner, hvorved de mente at have to sikre nedskydninger samt 3 mulige. På vej hjem kom det til luftværnsskydning ved Wesermünde, Cuxhaven og Helgoland.

På vej hjem overfløj en del af bombeflyene en tysk konvoj på position 54.00'N 07.50'E, hvilket er syd for Helgoland. Konvojen bestod af seks skibe og et flakskib, der åbnede ild mod bombeflyene uden at forårsage nogen skade.

Kun et enkelt bombefly gik tabt under angrebet på Hamburg, nemlig Halifax III NA186 (kodet 6U-U) fra No. 415 Squadron. W/O I A F McDiarmic var startet fra RAF East Moor klokken 18.04 og fulgte hovedstrømmen til Hamburg, hvor han blev ramt af luftværnsskytset. Halifaxen styrtede klokken 21.35 ned ved Fischbek, der ligger 8 km nordvest for Hamburg. Det lykkedes for hele besætningen at springe ud med faldskærm. De blev alle taget til fange umiddelbart efter landingen. Nedskydningen blev foretaget af Flak Abteilung 607 samt Fl.Abt 137 og 162.

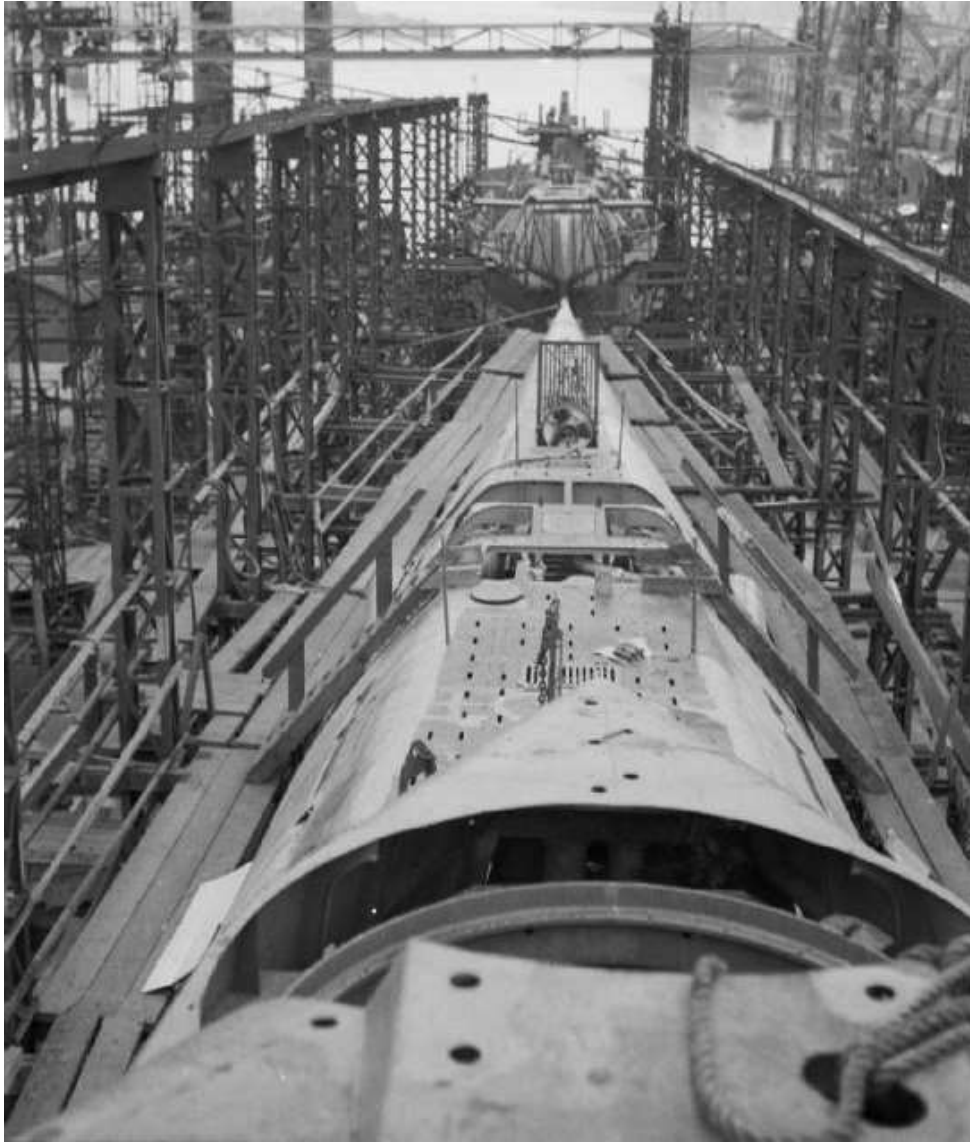
Angrebstidspunktet var for Hamburgs vedkommende sat til samme tidspunkt som Kassel, nemlig klokken 21.30 og også her startede bombningen lidt tidligere end beregnet, nemlig klokken 21.22. Målmarkeringen i Hamburg blev gennemført af No. 8 Group som controlled Newhawen med Skymarking som alternativ nødforanstaltning. No. 8 Group havde ordre til at afsende 9 Mosquitoes og 66 Lancasters (62 startede) mod Blohm & Voss. Otte af de ni Mosquitoes var non-markers og den sidste fungerede som vejrrekonosceringsfly. Af de 66 Lancasters var 54 markers og 12 non-markers. Master Bomberen havde under angrebet på Hamburg Smokie som kaldesignal, medens hovedstyrken hed Strongbow. For at være helt sikker på, at man ikke forstyrrede Master Bomberens signaltrafik havde besætningerne i hovedstyrekn ordre på at deres sendere skulle være slukkede fra H-15 og indtil angrebet var overstået.



*Det indre af Hamburg by var totalt sønderbombet efter angrebene i juli og august 1943. På billedet ses dele af Altstadt med St. Petri kirken til højre i billedet. Den 8. marts 1945 var Bomber Command dog ikke ude efter bebyggelsen i selve Hamburg, men gik i stedet for efter havnen med særlig vægt på Blohm & Voss skibsværftet.*

Angrebet på Hamburg var planlagt således:

- a. Met recco at H-20  
1 Mosquito from 1409 Flight  
Will ascertain the base of any medium cloud in the target area to a minimum height of (later) ft. He will broadcast to the Master using call sign Winkle.
- b. Supporters at H.6½  
No. 7 Sqdn - 2 Lancasters  
No. 35 Sqdn - 5 Lancasters  
No. 405 Sqdn - 5 Lancasters  
Load - 10 x 1000 plus 1700 gallons. Distributor 0.5  
Must be on time and will orbit and bomb on a second run and may do so visually, blindly or acting as main force.
- c. Blind illuminators at H-6  
No. 7 Sqdn - 4 Lancasters  
No. 35 Sqdn - 2 Lancasters  
No. 405 Sqdn - 4 Lancasters  
No. 582 Sqdn - 3 Lancasters  
Load 10 x CHF + 4 x 1000 + 1800 gallons. Distributor 0.5



*To ubåde type XXI på Blohm & Voss værftet i Hamburg. Disse ubåde var nattens virkelige mål og RAF var fast besluttet på at ødelægge så mange som muligt af denne type ubåde før de forlod værfterne. (IWM)*

- Will drop sticks of flares illuminating blindly across the A/P at 6 second intervals according to the Y method. If there is less than 6/10 low cloud or on the Master Bombers instructions. If Y is u/s they will waste 1 min of time and act as visual illuminators.
- d. Master and Deputy and PVM's at H-4  
 No. 156 Sqdn - M + D  
 No. 7 Sqdn - 1 Lancaser PVMS  
 No. 35 Sqdn - 1 Lancaster PVMS  
 No. 405 Sqdn - 1 Lancaster PVMS  
 Load - 1 x TI B 2 A4 + 1 x TI B 2 green A4 + 1 x B28 red A4 + 3 x B28 green A4 + 6 x 500 + 2150 gallons. TIs on studs 5, 6, 7.  
 With mixed salvos of red and green TIs will mark the A/P only after definite visual identification. Master and Deputy will listen out at H-20 for weather information. Master will broadcast from H-15 giving basement figure. He will assess the marking and will broadcast precise aiming instructions to succeeding markers and main force.
- e. Blind Markers at H-2  
 No. 7 Sqdn - 3 Lancasters  
 No. 35 Sqdn - 2 Lancasters  
 No. 156 Sqdn - 3 Lancasters  
 No. 405 Sqdn - 2 Lancasters  
 Load - 2 x TI green C + 2 x LB TI green + 1 x 7 flares green/red stars (cap 6) + 3 x CHF + 1 x 4000 + 2 x 1000 + 1800 gallons. Distributor 0.5. TIs on studs 10 and 11.

With TI green will mark the A/P blindly according to the Y method only if no visually placed groundmarkers are seen. They will mark the R/P with flares green with red stars, only if cloud is seen to be more than 6/10 or if called for by Maser. If Y is u/s retain all markers and act as main force. Illuminating flares will be dropped only if called for by the Master Bomber.

f. Blind Sky markers

<u>No. 7 Sqdn</u>	<u>No. 35 Sqdn</u>	<u>No. 156 Sqdn</u>	<u>No. 405 Sqdn</u>
H 0	H+1	H 0	H+3
H+2	H+3	H+2	
H+4		H+4	
		H+6	

Load - 1 x 7 flares green/red stars (cap 6) + 1 x 4000 + 5 x 1000 + 2 x 500 + 1700 gallons. Distributor 0.5.

With flares green with red stars will mark the release point only if, in the light of the flares illuminating there is seen to be more than 6/10 cloud or if called for by the Master. Otherwise drop bombs only on Y. If Y u/s retain markers and bomb as main force.

g. Visual Centres

<u>No. 7 Sqdn</u>	<u>No. 35 Sqdn</u>	<u>No. 156 Sqdn</u>	<u>No. 405 Sqdn</u>
H-2	H-2	H 0	H-2
H 0	H 0	H+4	H+1
H+2	H+3		H+5

Load - 4 x TI red A2 + 2 x LB TI red A2 + 1 x 4000 + 3 x 1000 + 1700 gallons. Distributor 0.5. TIs on studs 3, 4, 5.

With TI red will back up the ground marking in the following order of preference, using a one second overshoot,

1. on Master instructions
2. on centre of mixed red and green TIs
3. on centre of green TIs
4. on centre of red TIs

h. Early Windowers at H-9

No. 571 Sqdn - 3 Mosquitoes at 24000 ft	Load - 1 x 4000
No. 692 Sqdn - 3 Mosquitoes at 23000 ft	Load - 1 x 4000
No. 608 Sqdn - 3 Mosquitoes at 25000 ft	Load 3 x 500 + 1 x 500 LD

Will window at maximum rates in the target area starting 25 n miles from the aiming point. They will then orbit and bomb on a second run as main force.

Følgende Mosquitoes fra No. 8 Group deltog i angrebet på Hamburg:

**No. 571 Squadron**

Mosquito XVI	RV305	F/Lt G T S Jones & Sgt J Goldwater	18.56	23.07	Windowered over target, orbited and bombed TI, TI's scattered, bombing not seen, 5/10 thin stratus, Intense Flak over Kiel & Target. Many S/L's. 1 x 4000.
Mosquito XVI	MM179	F/Lt D P J Monk & Sgt P V Meyer	18.57	23.09	Orbited after windowing and bombed TI, markers in fair concentration. 5/10 S.Cu. 5.000'. Intense Barrage, few S/Ls. 1 x 4000.
Mosquito XVI	PF381	F/Lt V F Goddard & F/Sgt D S Carey	18.55	23.10	Orbited after windowing & bombed centre of greens, marking slightly scattered. Bombing fair on 2 TI's. Weather clear at first becoming 10/10. Slight H/Flak, some S/L. 1 x 4000.

**No. 608 Squadron**

Mosquito XX	KB236	F/Lt Bartholemew & F/O McCartney	19.16	23.25	Successful 'A' Blohm und Voss KG Hamburg. Bombed centre of mixed red and green TI's at 2129 from 25.500' on 170T at 180 K. Windowed as ordered and orbited. Illuminating flares seen at 2123 and mixed red and green TI's scascaded at 2127. A lot of bombing was seen on those. At 2137 a brilliant red explosion was seen. 5-6/10 cloud, tops about 5000'.
Mosquito XX	KB413	F/Lt Titoteab & F/O Watkins	19.37	23.48	Successful 'A' Blohm und Voss KG Hamburg. Bombed centre of mixed red and greens at 2132 from 25.000' on 285T at 175 K. Windowed as ordered and made an orbit. Illuminating flares seen at 2122 and mixed red and green at 2127. Though red and green TI's were well concentrated bombing appeared scattered. An explosion seen at 2137. 5/10 thin stratus tops 5000' vis good.

Mosquito XX	KB438	F/Lt Long & F/O Murray	19.18	23.00
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Successful 'A' Blohm und Voss KG Hamburg. Bombed centre of mixed red and green TIs at 2131.30 from 23.000' on 261T at 175 K. Windowed as ordered and then made 2 orbits. Illuminating flares seen at 2123 and mixed red and green at 2127. Marking appeared good. Large explosion seen at 2136.30 with smaller one at 2138. 5/10 str cu tops 10.000' vis good above.

#### No. 692 Squadron

Mosquito XVI	RV318	W/Cdr B S Jones, DFC & F/Lt J E Earnshaw, DFC	19.01	23.00
Mosquito XVI	RV311	S/Ldr D G Hunter & Sgt K K Withers	18.57	23.01

Target Hamburg. Three aircrat were detailed to window for a 'Heavy' raid on Hamburg. One swung on take off and had to be cancelled but the remaining two windowed as ordered and bombed on the TIs at 2129 and 2132 after orbiting. Ground detail was seen through the thin stratus and TIs appeared close to A/P and some very concentrated bombing took place with several fires developing. Raid seems to have been very successful. Defences were active with moderate H/F and searchlights coning.

Master Bomber for angrebet på Hamburg var Squadron Leader Peter Frederick Clayton, DSO, DFC og F/Lt Thomas Stafford Harris var hans Deputy Master Bomber. Claytons, der fløj Lancaster III PB507 fra No. 156 Squadron) rapport for nattens tog lyder:

'Master Bomber. Task Hamburg. Target attacked at 2126.18 hrs from 15.600 ft. The following instructions were given: At 2115 hrs, 'Basement flight plan' 2128 hrs, BVs mark A/P' and also 'M/F bomb 200 yards stbd of Green TIs' 2129 hrs, 'Bomb centre of Green TI' 2131 hrs, 'Bomb centre of southern Green TI' 2133 hrs, 'Bomb S/Markers'. Illuminating flares down, 1st at 2124 hrs, and were very well placed and lit docks but cloud drifting across target area made it difficult to see continuously. 2 Green TIs cascaded, 1st at 2127 hrs, and about 6 other later. The 1st two landed one each side of A/P and quite close to it and a later one seemed a bit to North of these. Bombs seemed scattered and the whole seemed spread. Very big explosion seen at 2136.30 hrs, like a big oil explosin lighting up cloud and appeared North of A/P. By 2132 hrs, Green TIs not visible under cloud so M/B told aircraft to bomb xxx and he thinks most of the M/F did this. Skymarking was only fair. It was good for allement also at end but falling short. No skymarkers down for a time at about 2136 hrs though there was one more later. Not sufficient. One photo attempted'.

S/Ldr Clayton havde fløjet to tours med Lancasters. Den første med No. 97 Squadron og den næste først i No. 582 Squadron, før han blev overflyttet til No. 156 Squadron. Mellem oktober 1942 og januar 1945 fløj han 84 operative togter. Clayton, der var født den 25. marts 1922, kom i RAF i 1941. Hans DFC fik han i efteråret 1943 efter, at han havde gennemført sin første tour med No. 97 Squadron. DSO'et blev givet den 6. marts 1945 med følgende begrundelse:

Acting Squadron Leader Peter Frederick Clayton, RAFVR 156 Squadron. This officer has completed a very large number of sorties involving attacks on a wide range of well defended targets. He has displayed exceptional skill and throughout his devotion to duty has been unflinching. One night in January, 1945, Squadron Leader Clayton took part in an attack on Magdeburg. In spite of considerable fire from the ground defences, Squadron Leader Clayton pressed home his attack with great skill. His determination to obtain the best results on this occasion was typical of that which he has shown throughout his tour of operational duty. His splendid example has earned him the respect of the whole squadron.

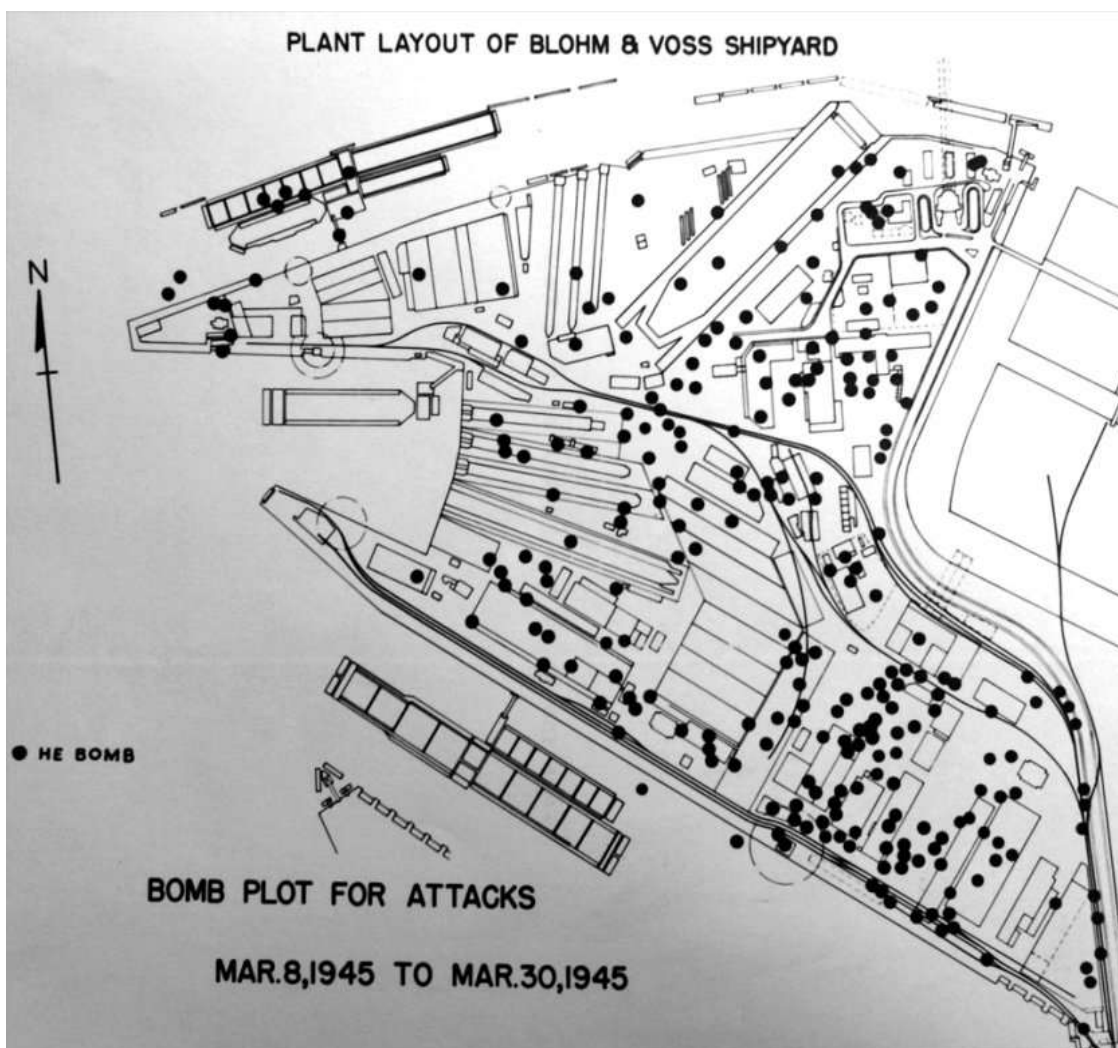
Clayton var Master Bomber under angrebet på Magdeburg natten mellem den 16. og 17. januar 1945, hvilket var en af årsagerne til hans DSO.

Clayton fortsatte i RAF efter krigen og forlodt først tjenesten i 1954, hvorefter han gennemførte en universitetsuddannelse og fortsatte som surveyor, hvorfra han blev pensioneret i 1992. Clayton døde i juni 2011.

Skydækket over målområdet gav problemer og Deputy Master Bomber F/Lt Thomas Stafford Harris (der fløj Lancaster RD591 fra No. 156 Squadron) afgav følgende rapport for hans angreb:

'Deputy Master Bomber. Task Hamburg. Target attacked at 2130.48 hrs from 18.000 ft. Arrived on target at 2136 hrs. Cloud obscured A/P, so made dummy run and dropped bombs on 2nd run. On 1st run docks and river could be seen in the light of illuminating flares in gap; when directly above but insufficient time for bombing. On 2nd run cloud has closed in so bombed on M/Bs instructions on centre of groups of 4 TIs Green seen below cloud. Bombing seen was not very concentrated and Vanganui flares appeared rather scattered. 2 or 3 explosions seen after bombing, 1 especially large at 2138 hrs to North of Green TI. M/B very weak, but orders heard to bomb Green TIs and later Vanganui flares. One photo attempted'.

F/Lt Harris og hans besætning ankom til No. 156 Squadron den 11. september 1944 og allerede måneden efter var Harris første gang Deputy Master Bomber under Clayton. Dette skete den 28. oktober under et angreb på Westkapelle. Allerede dagen efter udfyldte Harris den samme rolle under Clayton under et angreb på Walcheren. Den 24. marts 1945 var Harris for første gang Master Bomber. Dette skete under et angreb på benzolanlægget Harpenweg ved Dortmund. Harris fik tildelt et DFC maj 1945.



De øvrige firemotorede fly fra No. 8 Group kom fra No. 7, 35, 156, 405 og 582 Squadron. Deres beretninger for angrebet er gengivet for at give et billede af, hvor forskelligt besætningerne oplevede angrebet og deres egen indsats. Hovedparten er hovedsagelig tilfreds med angrebet, men visse besætninger er ret kritiske, hvilket for de mere erfarne kan skyldes, at de tydeligere så de uheldige elementer i angrebets gennemførelse. For de mindre erfarne besætninger skyldes kritik ofte, at de ikke forstod angrebets udvikling eller at de forsøgte at give angrebets gennemførelse skylden for deres egne fejl eller problemer.

#### No. 7 Squadron

Lancaster III	PB389	F/Lt R A G Tucker	18.00 00.04
Hamburg BI 10 x CP No. 3 White 4 x 1000 MC (M.11) Illum flares seen on approach and own flares and bombs dropped on H2S M/B gave basement flight plan then bomb red TI's then skymarkers lastly. Centre of glow. Port of docks identified but position of markers could not be estimated some bombs fell north of skymarkers.			
Lancaster III	ME360	F/Lt J A Mocollah	18.10 23.59
Hamburg BI 10 x CP No. 3 White 4 x 1000 MC (Minol) H2S u/s. Target visually seen so dropped bombs estimated to fall north side of river. M/B asked for marking and green TI's went down. M/B instructed to bomb 200 yards starboard of green TI. Bombing scattered, illuminating poor. 10 x CP No. 3 White.			



Lancaster III	PB589	S/Ldr G M Allcock	18.04 00.09
		Hamburg BI 10 x CP No. 3 White 4 x 1000 MC (M.11) good run on H2S A/Pt possible seen. No markers down, but on turn off target TI's green and skymarks down in good concentration in form of a W across town. Bombing concentrated at first, later scattered large explosion 21.29.	
Lancaster III	PB435	F/O B S H Wadham	18.05 23.35
		Hamburg BI 10 x CP No. 3 White 5 x 1000 MC (M.11) MB & DMB only heard giving basement flight plan at H-15. First illum flares 2125.45 R/G skymarkers down 21.25 TI's green 2126 reds 2126.30 200 yds from greens. Subsequent marking well concentrated and bombing. Marking very near the aiming point.	
Lancaster III	PB582	W/Cdr J W Fortham	18.11 23.54
		Hamburg BM 2 x 250 TI green 2 x 250 TI Green LB 1 x CP No. G/R 3 x CP No. 3 white 1 x 4000 HC Minol 2 x 1000 MC (M.11) Illum flares 2123 and two lots of green TI's before we released. M/B not heard. Flares R/G stars released blindly. TI's near river but difficult to assess in relation to A/Pt. Explosion 2137. Bombing concentrated on a single Green TI near side of water.	



*Blohm & Voss skibsværftet fotograferet den 9. april 1945.*

Lancaster III	PB490	S/Ldr G Harvey	18.09 23.27
		Hamburg BM 1 x CP No. 1 G/R 3 x CP No. 3 White 2 x 250 TI Green 2 x 250 TI Green LB 1 x 4000 HC Minol 2 x 1000 MC (M.11) M/B heard basement flight plan at 2116 and no further instructions bombs dropped on H2S. 2139 MB gave bomb 200 yds to starboard of green TI's. Skymarkers and greens appeared well concentrated.	



Lancaster III	NG229	F/Lt H Lewis Hamburg BM 2 x 250 TI Green 2 x 250 Ti Green LB 4 x CP No. G/R 3 x CP No. 3 white 1 x 4000 HC Minol 2 x 1000 MC (M.11). On approach no markers seen so dropped bombs and markers on H2S. 2128 M/B gave bomb 200 yds starboard green TI's. 2129 bomb centre of them. Flares R/G stars and green TI's seen at 2127.30. Large explosions 2137. Own markers fell slightly E of A/Pt visually checked.	18.14 23.48
Lancaster III	PB124	F/Lt W B Ellis Hamburg BSM 1 x CP No. 1 1 x 4000 HC Minol 5 x 1000 MC (M.11) Attack opened with illum flares at 21.24 at time of bombing two Wanganui and 2 green TI's were seen in dock area M/B gave bomb green TI's. Large orange explosions with smoke 21.55. Late bombing became widespread.	18.15 00.12
Lancaster III	PB623	F/Lt V Brammar Hamburg BSM 1 x CP No. 1 G/R 1 x 4000 HC Minol 5 x 1000 MC (M.11) 2 x 500 MC Minol. On approach 2 flares R/G stars and two green TI's and a glow of red TI's at 21.28. At 2130 M/B gave bomb green TI's 2131 to bomb furthestmost green. 2133 bomb flares R/G stars. Markers appeared scattered but R/G concentrated. Glow of Red TI's seen 3 mls SW of R/G stars.	18.08 23.46
Lancaster III	PB437	F/Lt A J Muir Hamburg BSM 1 x CP No. 1 G/R 1 x 4000 HC Minol 5 x 1000 MC (M.11) 2 x 500 MC Minol. H2S u/s MB gave bomb centre of green TI's to south. First skymarker 2126.30 No TI's seen. Concentrated moderate. Large explosion 21.36.30. 1 x CP No. 1 R/G.	18.17 00.01
Lancaster III	PB678	F/Lt D J Butters Hamburg VC 4 x 250 TI Red 2 x 250 Ti Red LB 1 x 4000 HC Minol 5 x 1000 MC (M.11). 2126 M/B told BM to drop 2127.30 bomb green TI's. Three single salvos down when we bombed. The green TI was W of A/Pt. One overshoot one further W about ½ mile. Further greens fell giving good concentration. 21.35 M/B gave bomb skymarkers. Large explosions 21.35 lasting several secs. 4 x 250 TI Red 2 x 250 TI Red LB.	18.16 23.42
Lancaster III	PB622	F/O J C Boden Hamburg VC 4 x 250 TI Red 2 x 250 TI Red LB 1 x 4000 HC Minol 5 x 1000 MC (M.11) Illum flares at 2125 green TI's seen on run in unable to back them up owing to cloud M/B gave bomb skymarkers. Green TI's seen to have overshoot A/Pt 2 miles and were in open country. Some on town N of A/Pt. Last instructions were in relation to these. Later bomb skymarkers. Large explosion 21.37. 4 x 250 TI Red 2 x 250 TI Red LB.	18.07 23.56
Lancaster III	PB677	F/Lt H W Thomsom Hamburg VC 4 x 250 Red TI 2 X 250 Red TI LB 1 x 4000 HC Minol 5 x 1000 MC (M.11). Cloud over A/Pt but Hamburg could be seen. Skymarkers fell at 2126 green TI 2127. Green and skymarker 2129. Reasonalbe good concentration of TI's green approx ½ from A/Pt. 2 large concentrations 5 miles SE and 3 miles SW of town. A/Pt no bombing of these. Skymarking sparse but on R/G MB's instructions were heard. Explosion 21.36. 4 x 250 TI Red 2 x 250 Ti Red LB.	18.06 23.51
Lancaster III	PB584	F/Lt K Rawson Hamburg PVM 2 x 1000 TI Red 4 x 1000 TI Green 4 x 500 MC (M.11) 21.26 M/B gave bomb skymarkers were dropped on H2S. Identified APt on first run did a reciprocal lost 200 ft but could not see it till right over the top. Did an orbit came in on 240° but illuminstin had gone. Didn't see A/P. Bombing appeared short of A/Pt on side of river. 2 x 1000 Red TI 4 x 1000 Green TI.	18.03 00.16
Lancaster III	PB587	F/O H G Grass Hamburg SUPP 10 x 1000 AN M.59 2 green TI's down at 21.29 dummy run and came in again as ordered. Skymarkers fell on opposite side of river. Marking scatterd and as on wrong heading decided to bomb visually on docks.	18.01 00.07
Lancaster III	PB626	F/O L Bacon Hamburg SUPP 10 x 1000 AN M.59 Illum flares seen on approach. Green TI's seen at 2125. M/B gave bomb centre of green TI's and we dropped as ordered. Later bomb skymarkes. Greens concentrated but could not assess position. Flares were south of river.	18.02 00.15

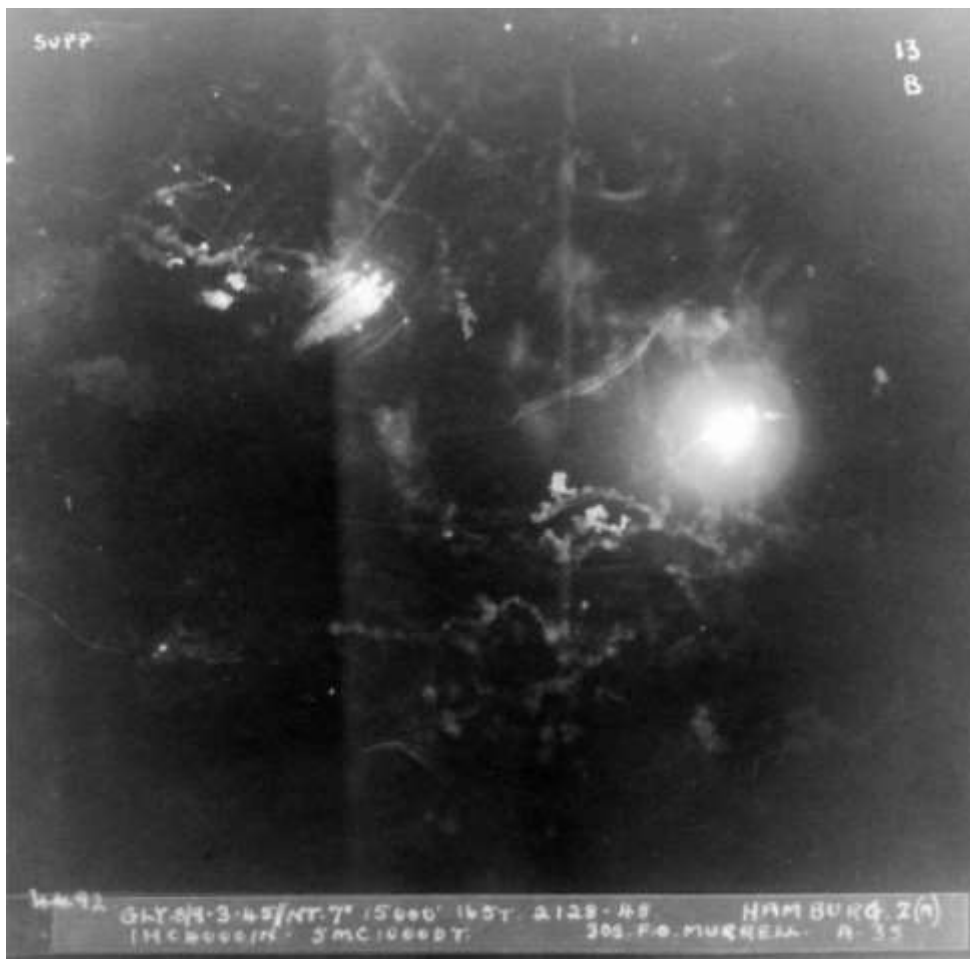


*Ødelagt bygninger på Blohm & Voss værftet. Selvom der opstod skader på værftet, så var det ikke disse ødelæggelser, der forhindrede værftet i at færdiggøre bestilte ubåde. Det var hovedsageligt manglende leveringer fra underleverandører. Disse backlogs var også forårsaget af de allieredes bombinger og problemerne voksede, da RAF og USAAF systematisk gik efter det tyske transportsystem (både kørende trafik, veje, jernbaner, indlandskanaler og trafikale knudepunkter).*

### **No. 35 Squadron**

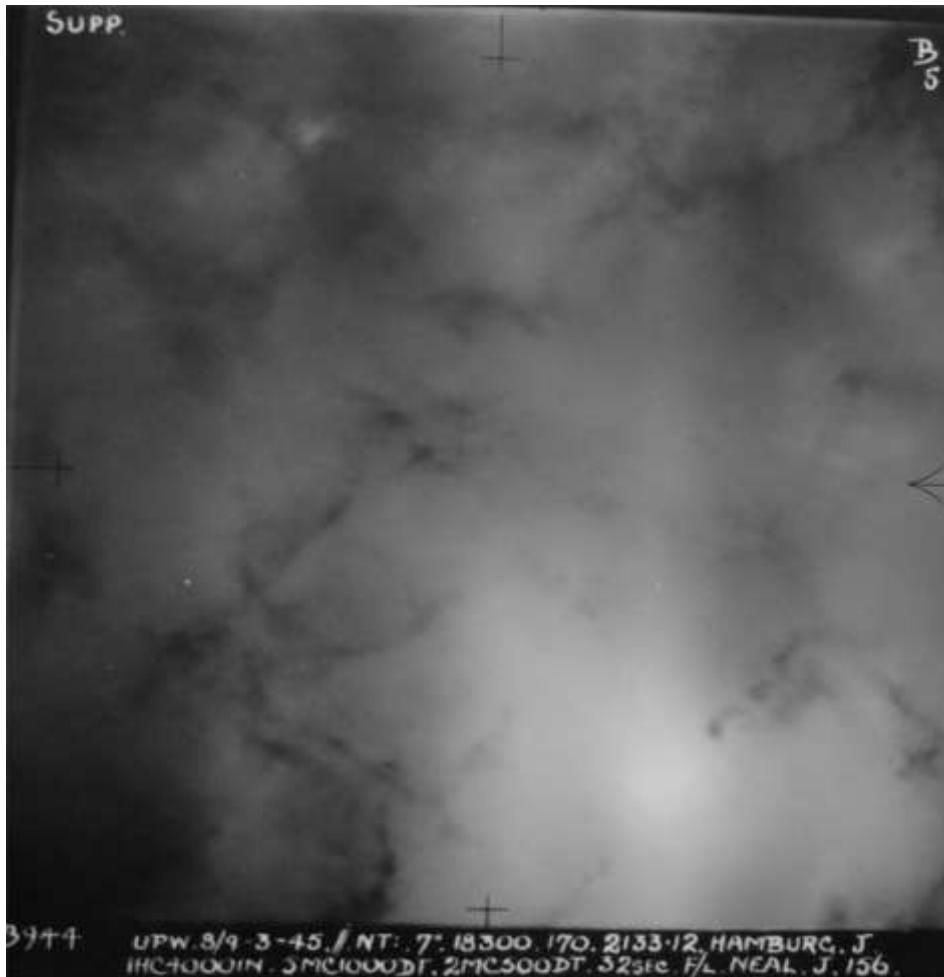
Lancaster	ME337	F/O B M Stephenson	18.05	23.40
		Supporter 10 x 1000 ANM 59. 2128 hours. 18000 feet. 162 T. 155 knots. 10/10ths strata cumulus. Identified and bombed on H2S. On runningup north of river cloud was 10/10ths and no marking was down. We orbited and on second run, three R/B flares were down. On turning west, it was possible to see the river and the various docks. Green TI's were down pretty well concentrated. Bombs were bursting near them also well concentrated. Other flares also seen quite well grouped.		
Lancaster	PB305	P/O D J Jones	18.07	00.15
		Blind Illuminator 4 x 1000 MC. 21.26.48 hours. 18.000 feet. 173 T. 155 knots. 8-9/10ths stratus. Identified and bombed on H2S. Some B.I. flares wer seen scattered. Two sets of R/G flares were about 21.24 hours, rather scattered. Then green TI's were seen about 21.26 hours on the ground, quite well concentrated and on direction of M/B there was good bombing on these but a good deal of bombing was wide previously. One red seen after we left target. Oil explosion was seen after leaving target. Greens seem to be south of the river.		

Lancaster	PB288	P/O F Cheshire	18.08 23.47
		Blind Illuminator 10 x CP No. 3. 4 x 1000 MC. 21.24 hours. 17.800'. 170 T. 155 knots. 5/10ths thin strata cumulus. Identified and bombed on H2S. Nothing seen on run in to target. After bombing, saw bend in river also built up area. Quite a bit of bombing seen which was well concentrated and appeared to be on the built up area. One or two bright explosions seen.	
Lancaster	PB566	F/O K R Burgess	18.09 00.02
		Supporter 10 x 1000 MC. 21.24.48 hours. 18.000 feet. 172 T. 155 knots. 4/10ths strata cumulus. Identified visually. Illuminating flares were going down but were scattered. River, waterways and buildings clearly visible. Coming out of target, green TI's seen going down but too far away to pinpoint them.	
Lancaster	NG436	F/Lt J Marvin	18.13 23.55
		Blind Marker 1 x CP No. 1 G/R. 1 x 4000 HC. 2 x 1000 ANM. 59. 2 x 250 Ti green. 2 x 250 TI LB green. 21.28 hours., 18.000 feet. 166 T. 155 knots. 10/10ths layer cloud. Identified and bombed on H2S. Green TI's were seen on the ground and on run in reasonably concentrated. G/R flares seen about 21.25 hours followed by another lot soon after about a minute later. These were backed up in good concentration and with good continuity. Flash of explosion seen at 21.38 hours.	
Lancaster	NG440	F/Lt M M V L Muller	18.16 00.05
		Visual Centrer 1 x 4000 HC. 5 x 1000 MC. 21.28 hours. 16.000 feet. 168 T. 155 knots. 7/10ths strata cumulus. Identified by green TI's, seen cascading on run up, rather scattered, spreading SE and SW. One possible dummy red to north. Skymarking first seen about 21.26 hours and was kept going but was rather scattered. M/B heard to say 'Bomb greens' and then about 21.33 hours, told M/F to bomb skymarkers as greens were fading out. No mixed loads seen. River could be seen and also sheds to south of river.	
Lancaster	PB613	F/O E J Rigby	18.17 23.58
		Blind Marker 1 x CP No. 1 G/R. 1 x CP. No. 3. 1 x 4000 HC, 2 x 1000 ANM .059. 2 x 250 TI green. 2 x 250 TI LB green. 21.32 hours. 18.000 feet. 170 T. 155 knots. 8/10ths strata cu thin. Identified and bombed on H2S. Three or four skymarkers seen, reasonably concentrated. Vague ground detail seen through cloud. Own TI's released but not pinpointed. Though cloud gaps, some fires seen staring and an explosion seen at approximately 21.31 hours.	
Lancaster	ME362	F/Lt E T Sinclair	18.19 00.21
		Blind Secondary Marker 1 x CP No. 1 G/R. 1 x 4000 HC. 5 x 1000 MC. 2 x 500 MC. 21.29 hours. 18.000 feet. 168 T. 155 knots. 6-8/10ths strata cumulus, thin and low. Identified and bombed on H2S. M/B's instruction received asking for Blind Markers and Sky Markers. He first instructed M/F to bomb green TI's, later at approximately 21.34 hours, Sky Markers. On our run up, three clusters of skymarkers down also green TI's. Ground detail could be occasionally seen.	
Lancaster	NG434	F/Lt E C Gregory	18.20 00.11
		Blind Secondary Marker 1 x CP No. 1 G/R. 1 x 4000 HC. 5 x 1000 MC. 2 x 500 MC. 21.34.36 hours 18.400 feet. 168 T. 155 knots. 9/10ths strata cumulus. Identified and bombed on H2S. Green TI's could be seen through several breaks in cloud and appeared fairly widely scattered. Green TI first seen cascading at 21.26 hours. Skymarking flares first seen at 21.27 hours and they were fairly well concentrated. M/B heard to instruct to bomb to starboard of greens. We had to feather one engine during bombing run after dropping skymarkers, as it was not functioning properly. Big explosion seen at 21.36.½ hours, lasting five or six seconds.	
Lancaster	ME331	F/O W G Douglas	18.22 23.43
		Primary Visual Marker 4 x 500 MC. 21.26.½ hours. 14.000 feet. 175 T. 180 knots. 10/10ths strata cumulus, in layers. Identified visually. M/B called for blind marking. One small gap was over dock area and should by Nav have been in/near target. On run up, green TI's could be seen through cloud. M/B was heard after bombing to instruct 'bomb south end of green TI's'. It is estimated the green TI's were well placed in relation to target. Two clusters of skymarkers seen behind us after bombing.	



Lancaster	SW266	F/O J A Murrell	15.23 23.52
		Visual Centrer 1 x 4000 HC. 5 x 1000 MC. 1 Munroe bomb. 21.28.48 hours. 15000 feet. 165 T. 160 knots. Weather; clear over target. Identified and bombed on H2S. Three green TI's seen about 21.29 hours, two cascading and one on ground, fairly well concentrated. Skymarkers also seen in fair concentration. Docks were visible through cloud gaps but position of greens could not be pinpointed.	
Lancaster	PB614	F/Lt H Pettifer	18.25 23.50
		Visual Centrer 1 x 4000 HC, 5 x 1000 MC. 21.33.12 hours. 15.500 feet. 170 T. 155 knots. 10/10ths cloud. Identified by glow of green TI's which could occasionally be seen for brief intrvals through thin cloud, otehrwise, glow of green TI's appeared scattered and on M/B's instructions, bombed northern edge which was in bombsight. Skymarking was scattered and appeared to be slightly south in relation to green TI's. Judging by H2S, green TI's should be on southern side of river in docks area and mot possibly, target area.	
Lancaster	PB684	F/Lt L G Turner	18.27 00.00
		Supporter 10 x 1000 ANM.59. 21.23.12 hours. 15.000 feet. 168 T. 150 knots. Nil cloud but considerable haze. Identified and bombed on H2S. Only part of river with built up ara seen on bomb run up. After bombing TI green then seen followed by Wanganui flares. The TI was over the dock area and the skymarkers also appeared rather scattered. Many bomb bursts seen which appeared fairly well concentrated in built up area. Large explosion seen which lit up whole target, at 21.37 hours.	
<b>No. 156 Squadron</b>			
Lancaster III	PB611	S/Ldr J B Nicholls	18.22 23.42
		Blind Illuminator. Taks Hamburg. Target attacked at 2323 hrs, from 18.000 feet. 1st Illum flare at 2123 hrs. 1st Green TI cascaded at 2125 hrs. 1st Wanganui at 2128 hrs. Illum flares were down across river but mainly concentrated to the North of river and scattered down to the South of river. Believed saw mixed Red and Green but mainly Green TIs seen, but aircraft had passed over target by the time these fell. Marking appeared good and	

continuous. MB's directions good and clear. Dummy Red TI seen SW of target four or five miles away as aircraft passed through target. MB gave 'Bassement flight plan' then he told aircraft to drop 200 yds S/B of Green TI. 2128 hrs. The centre of Green TI. 2129 hrs and 2130 hrs. 2131 hrs, 'Centre of Southernmost Green TI. 2132.39 hrs. Bomb Skymarkers. Bomb bursts were seen to be well concentrated, some to North of river. The target was well illuminated and on the docks. One photo attempted. Bomb load 10 x C/P No 3B, 4 x 1000 MC T/D .025.



Lancaster III	ME120	F/Lt W G Neal	18.26	23.41
		Blind Sky Marker. Task Hamburg. Target attacked at 2133.12 hours from 18.300 ft. First Wanganui Green/Red seen at 2126 hrs, and backed up immediately by two more which fell in a line E-N and not more than half mile apart. Between 2126 and 2134 hrs about 8 more sets went down and fomred a good concentration mainly East to West and not more than a mile across. Did not see any TIs until we bombed, then there were two Greens, one directly beneath us and one about half mile to N/E. After bombing, skymarking was backed up by two more but could not estimate their position and concentration. No wild bombing seen. MB gave 'Basement flight plan'. MB told Main Force to bomb Northern most Green TIs and then to bomb Northernmost Wanganuis. One photo attempted. Bomb load 1 x CP No. 4/R.Cap. 7, 1 x 4000 MC (Tritonal), 5 x 1000 MC T/D .025, 2 x 500 MC T/D .025.		
Lancaster III	ME378	F/Lt F O Wallace	18.25	23.34
		Blind Illuminator. Task Hamburg (Blohm & Voss). Target attacked at 2123.44 hrs from 18.000 ft. Own aircraft was first to drop either flares and no TIs down before. The illuminating flares were mainly near the docks with the first one undershooting to North and later ours overshooting to South. Red/Green TIs seen at about 2127 hrs and these were somewhat to North of River. These were well backed up by Green TIs and generally marking		

seemed good. About 6 or 8 Wanganui flares seen, not too good at first, but later fairly well together. One Red TI 10 miles to West (did not cascade). Bombing scattered at first, but quite a weight of bombing seen on the water near docks. One explosion seen at 2128 hrs, somewhat North of TI concentration with mushroom of smoke. Target did not seem to burn like some targets but the glow of it could be seen about 50 miles away. One photo attempted. Bomb load 10 x C/P No 3B, 4 x 1000 MC T/D .025.

Lancaster III PB517 F/Lt A C Pope 18.27 23.56  
Blind Illuminator. Task Hamburg. Target attacked at 2127.30 hrs from 18.000 ft. M/B not heard. Illuminating flares were down in good concentration as we ran in. No markers were down before we bombed. After bombing, where were 6 sets of Wangai Green/Red down and 4 sets of TI Greens. One Wanganui was about quarter mile to South East of A/P. Two more about one mile to the East, one about one mile to North West and one about two miles to North of Aiming Point. Three sets of TI Green were groped round the a/P in a triangle of sides of about half mile and one lot of TI Green about two miles to West. bombing seemed good and was seen to be round the A/P. There was a Red and Green dummy TI about 5 to 6 miles to the East of the A/M and a dummy Red TI about 6 miles ESE of A/P cascading abut 5/6.000 ft, similar colour to our own. Large explosion seen at 2135 hrs, with black smoke. One photo attempted. bomb load, 2 TI Green/C 2 TI Green LB/C. 1 x C/P No 1 G/R Cap. 6. 3 x CP No. 3B, 1 x 4000 MC (Tritoanl), 2 x 1000 MC T/D .025.

Lancaster III PB560 F/Lt N Jackson 18.29 23.58  
Blind Sky Marker. Taks Hamburg. Target attacked at 2136 hrs from 16.000 ft. On rup up, 2 R/P flares only seen ahead but these were extinguised before aircraft reached the target. Two further Red/Green flares fell ahead at about 2133 hrs approx and were still visible in vicinity of own estimated aiming point and our bombs and R/P flare released blindly after good 20 miles bombing run. Cloud precluded observation of results but several 'Cookie' bursts seen below cloud, appeared fairly well positioned in marked area. One photo attempted. bomb load 1 x C/P No. 1 G/R Cap. 6, 1 x 4000 HC (tritanal), 5 x 1000 AN/M.59 T/D .025, 2 x 500 MC T/D .025.

Lancaster I NG438 F/Lt A J Hiscock 18.23 23.43  
Blind Sky Marker. Task Hamburg. Target attacked at 2131.30 hrs from 18.000 ft. On run into target could see three Green skymarkers ahead. One had ignited at 2127 hrs and the others, two, ignited a few seconds later. Bombed on good H2S picture and after leaving target could see two Green TIs obliquely through a gap in cloud and bombing seen in close proximity to these TIs. At 2136 hrs, M/B heard to say 'Bomb Skymarkers'. 2140 hrs 'bomb cascading skymarkers'. 2141 hrs approx M/B heard to say 'Bomb centre of glow under cloud'. Skymarkers were somewhat scattered across track and not down wind. Large explosion at approx 2140 hrs, red flame. One photo attempted. Bomb load 1 x CP No. 1 G/R, 1 x 4000 HC Minol, 5 x 1000 MC T/D .025, 2 x 500 MC T/D .025.

Lancaster III PB507 S/Ldr P F Clayton 18.26 00.02  
Master Bomber. Task Hamburg. Target attacked at 2126.18 hrs from 15.600 ft. The following instructions were given: At 2115 hrs, 'Basement flight plan' 2128 hrs, BVs mark A/P' and also 'M/F bomb 200 yards stbd of Green TIs' 2129 hrs, 'Bomb centre of Green TI' 2131 hrs, 'Bomb centre of southern Green TI' 2133 hrs, 'Bomb S/Markers'. Illuminating flares down, 1st at 2124 hrs, and were very well placed and lit docks but cloud drifting across target area made it difficult to see continuously. 2 Green TIs cascaded, 1st at 2127 hrs, and about 6 other later. The 1st two landed one each side of A/P and quite close to it and a later one seemed a bit to North of these. Bombs seemed scattered and the whole seemed spread. Very big explosion seen at 2136.30 hrs, like a big oil explosin lighting up cloud and appered North of A/P. By 2132 hrs, Green TIs not visible under cloud so M/B told aircraft to bomb 5/10 krs and he thinks most of the M/F did this. Skymarking was only fair. It was good for allement also at end but falling short. No skymarkers down for a time at about 2136 hrs though there was one more later. Not sufficient. One photo attempted. Bomb load 1 x B2 Red/896/A4, 1 x B2 Green/896/A4, 1 x B28 Red/896/Af, 3 x B28. Green/896/A4, 4 x 500 MC T/D .025.

Lancaster III	ME377	S/Ldr K H F Letford	18.20	23.43	Blind Sky Marker. Task Hamburg. Target attacked at 2129.30 hours from 18.000 ft. On run into target saw four lots of Wanganui flares, Green/Red stars and two lots of TI Green, 3 sticks of illuminating flares seen below cloud which were well positioned in relation to Wanganui flares. Bombed on H2S. Flares seen, had drifted downwind. Unable to position any markers. A large explosion seen at 2135 hrs (in target area) which lit up the cloud. One photo attempted. Bomb load 1 CP No. 1 G/R Cap 6, 1 x 4000 HC (Tritonal), 5 x 1000 AN/M.59 T/D .025, 2 x 500 MC T/D .025.
Lancaster III	ND591	F/Lt T S Harris	18.17	00.06	Deputy Master Bomber. Task Hamburg. Target attacked at 2130.48 hrs from 18.000 ft. Arrived on target at 2136 hrs. Cloud obscured A/P, some made dummy run and dropped bombs on 2nd run. On 1st run docks and river could be seen in the light of illuminating flares in gap; when directly above but insufficient time for bombing. On 2nd run cloud has closed in so bombed on M/Bs instructions on centre of groups of 4 TIs Green seen below cloud. Bombing seen was not very concentrated and Wanganui flares appeared rather scattered. 2 or 3 explosions seen after bombing, 1 especially large at 2138 hrs to North of Green TI. M/B very weak, but orders heard to bomb Green TIs and later Wanganui flares. One photo attempted. Bomb load 1 x 2 Red/896/Af, 1 x B2 Green/896/A4, 1 x B28 Red/896/Af, 3 x B28 Green /896/A4, 4 x 500 MC T/D .025.
Lancaster III	PB483	W/Cdr R F Griffin	18.18	23.33	Blind Marker. Task Hamburg. Target attacked at 2127.30 hours from 17.300 ft. Illuminating flares seemed to fall 2124 hrs approx. M/B called for BM's to drop on TIs and then instructed M/F to bomb 200 yds to stbd of Greens, later changing his call to bomb centre of Greens. Own Greens and bombs dropped blindly after good run and fell slightly to stbd of 2 sets of Greens that had fallen about 15 seconds before own bombs released. One photo attempted. Bomb load 2 TI Green/C, 2 TI Green/LB/C, 1 x C/P No. 1 G/R Cap 6, 3 x C/P No. 3B, 1 x 4000 HC Minol, 2 x 1000 MC T/D .025.
Lancaster III	PB593	S/Ldr P P Hague	18.21	23.46	Blind Marker. Task Hamburg. Target attacked at 2127.30 hrs from 18.000 ft. On run up single salvo of Green TIs seen on ground in dock area with flares Green/Red directly above. Own TIs Green and bombs released blindly. As aircraft left attack appeared to be developing well in vicinity of markers but too early off target to assess final results. One photo attempted. Bomb load 2 x TI Green/C, 2 TI Green/LB/C, 3 x G/P No 3B, 1 x C/P No. 1 G/R Cap. 6, 1 x 4000 HC (Tritonal), 2 x 1000 (AN/M.59) T/D .025.
Lancaster III	ND875	F/Lt W E B Mason	18.46	23.50	Blind Illuminator. Task Hamburg. Target attacked at 2123.48 hrs from 18.000 ft. 1st Illuminating flares seemed to fall ahead at 2123 approx, own flares and bombs released blindly on H2S. As aircraft left target 1 salvo of Greens seemed to fall astern at 2127 hrs followed later by others. M/B heard to instruct M/F to bomb 200 yds stbd of Greens and later to bomb centre of Greens and finally to Southernmost of Green TIs. He later instructed M/F to bomb release point flares. M/B clearly heard throughout the attack. One photo attempted. Bomb load 10 x C/P No. 3B, 4 x 1000 MC T/D 0.25.
Lancaster III	ME368	F/O K T Wallace	18.12	23.53	Blind Illuminator. Task Hamburg. Target attacked at 2123.30 hrs from 18.000 ft. 1st Illuminating flares seemed to fall slightly ahead of aircraft about 20 seconds before own flares and bombs released blindly on H2S. After bombing M/B heard to instruct BM's to mark A/P at 2129 hrs, and later to instruct M/F to bomb Greens. Marking appeared adequate and in the built up area as aircraft left. One photo attempted. Bomb load 10 x C/P No. 3B, 4 x 1000 MC T/D .025.
Lancaster III	PB375	F/Lt I M D Denver	18.28	23.55	Visual Centrer. Task Hamburg. Target attacked at 2131 hrs from 17.000 ft. Master bomber told us to bomb Greens and then said 'bomb southern edge of Greens'. Illuminators were under cloud at 2126 hrs. Two lots of Wanganui were down at 2126 hrs, followed by two more at 2139 hrs. These formed a short line about half mile across. First TI Green went down at 2127 hrs, bursting underneath the cloud. These were followed by five more, widely



scattered, four to the west of the Wanganui and one about one mile to the east and the sixth about one mile to the east. More TI Greens went down after bombing. One dummy Red TI seen four to five miles West of Wanganui concentration. One large explosion seen at 5320N 0950E, 2136.30 hrs. White in cloud followed by a fire. Bombing seemed to be scattered. One photo attempted. Bomb load 4 TI Red/896/A2, 2 TI red/LB/896/A2, 1 x 4000 HC (triton), 5 x 1000 (AN/.59) T/D .025.

Lancaster I SW591

S/Ldr J A Wilson 18.19 23.59  
 Visual Centrer. Task Hamburg. Target attacked at 2132.45 hrs from 17.500 ft. Illuminators seen at 2123 hrs, lying across T/A. Saw 4 Green TIs in square mile apart on dock area. A/P triangle of docks seen at time of phot flash. Other Green TIs seen cascading in fair succession. Bombing was scattered but a fair concentration covering the A/P. About 3 sets of skymarkers Green/Red seen to North of A/P in a straight line East to West. A large explosion at 2137 hrs, seen amongst the bombing like an oil explosion, orange and black, billowing, lasting 4-5 secs. Heard M/B check call with Deputy at H25 on VHF. A/C called M/B at 2122 hrs to ask 'what is basement'. Got no reply and did not hear the M/B after that. One photo attempted. Bomb load 4 TI Red/896/A2, 2 TI LB/896/As, 1 x 4000 HC (Tritonal), 5 x 1000 (AN/M.59) T/D .025.



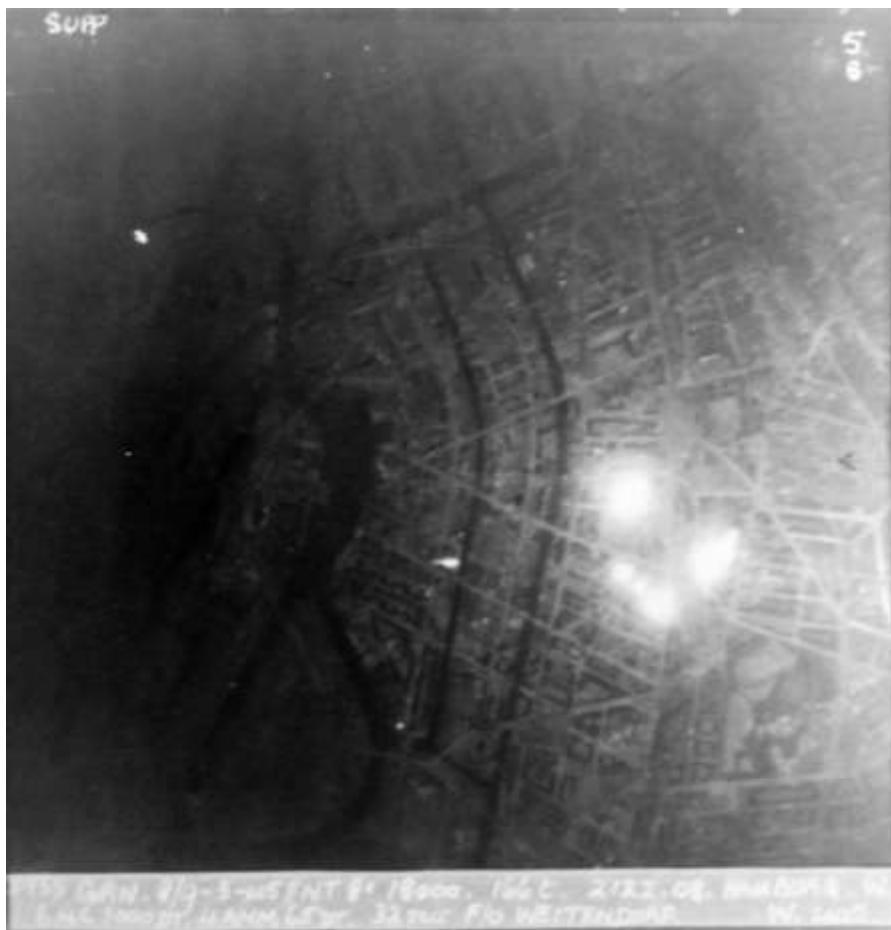
*Målfoto for Lancaster PB982 'E' fra No. 405 Squadron på RAF Gransden Lodge, der blev fløjet af F/Lt T D Barsby, der bombede Hamburg klokken 21.29.15 fra en højde af 18.000 fod.*

### No. 405 Squadron

Dagbogen for No. 405 Squadron er næsten ulæselig for den 8. marts 1945. Afskriften med serienummer på flyene og de deltagende piloter for forsøgt tydet så nøjagtigt som muligt. Eskadrilledagbogen angiver følgende for angrebet på Hamburg:

Fifteen aircraft successful 'A' dropping 39 x No 3 CP White, 32 x 1000 ANM .65 TD .025, 2 x 250 TI Green, 2 x 250 Ti Green (LB), 6 x 4000 HC Minol, 2 x No. 1 CP Green/Red stars Cap 6, 48 x 1000 MC TD .025 and 6 x 500 MC TD .025 between 2123.30 hours and 2136:18 hours from 8.000 to 16.500 feet. Weather, layer of low rapidly shifting cloud 2 to 8/10th's tops 2 to 7.000 feet with good visibility. Our Blind Illuminators dropped flares on time and the four Supporters bombed between 21.22 and 20.26 hours. Of the Blind Markers, two dropped their Wanganuis and one his Green TIs. 405/G had H2S u/s and retained markers. The Primary Visual Marker held his Red and Green TIs as the only TIs down were a few scattered Greens glimpsed through cloud. The three Visual Centrer also retained their TIs. Wanganui Flares Red/Green started to fall at 2126 hours. Three clusters

concentrated and at 2128 hours the first Green TI was reported and four crews who identified the docks, Aiming Point and builtup area consider this Green fell either on or very close to the Aiming Point. Four other Green TIs cascaded but were scattered in fairly large square around first one. At 2128 hours, the Master Bomber instructed bombing on centre of Wanganui and at 2133 hours, said 'Bomb 200 yards starboard of Green TI'. One big yellow explosion was reported by most crews at 2136 hours. The few crews who did see ground etail in the rapidly shifting base were enthusiastic about the early marking but unfortunately they were not the visuals and little xxxxx of the success of the raid was made. Moderate heavy flak predicted. Numerous ineffective searchlights. All aircraft returned to base.



*Målfoto for Lancaster PB628 'W' fra No. 405 Squadron, der blev fløjet af F/O W H Weitendorf, som bombede Hamburg klokken 21,22,8 fra en højde af 18.000 fod. Han bombede i første anflyvning, medens han blev beskydt af nøjagtigt skydende tysk luftværn, som skød forberedt skydning.*

Skriften i No. 405 Squadrons dagbog er meget utydelig og for de enkelte besætningers beretning er det opgivet at tyde teksten:

Lancaster III	PB586	F/Lt C A Thompson Blind Illuminator	18.05	23.40
Lancaster III	NG119	F/Lt L H Laing Blind Illuminator	18.06	23.47
Lancaster III	NG437	F/Lt P Burden Blind Illuminator	18.05	23.38
Lancaster III	PB682	F/O J D Lindany Blind Illuminator	18.02	23.50
Lancaster III	PB451	F/Lt L C Bailly Blind Marker	18.09	23.40
Lancaster III	ME579	W/Cdr W F M Newson, DFC Blind Marker	18.14	23.43
Lancaster III	PD653	F/O W F Dix Primary Visual Marker	18.08	00.00
Lancaster III	ME570	F/O M&&&oll Blind Sky Marker	18.15	00.07
Lancaster III	PD916	F/Lt T D Dailey Visual Centrer	18.10	00.05

Lancaster III	PB982	F/Lt H Darsby Supporter	18.02	23.56
Lancaster III	ME515	S/Ldr C H &&&&ella Visual Centrer	18.13	23.50
Lancaster III	PB282	F/Lt P J Brodie Supporter	18.12	00.01
Lancaster III	PB516	W/C D J McQuoid, DFC & Bar Visual Centrer	18.16	00.10
Lancaster III	PB628	F/O W H Weitendorf Supporter	18.11	23.44
Lancaster III	PB513	F/O W C Ashby Supporter	18.04	00.08



*Målfoto for Lancaster PB682 'A' fra No. 405 Squa-dron, der blev fløjet af F/O J D Lindsay, som bombede Hamburg klokken 21.23.30 fra en højde af 18.000 fod. Lindsay var Illuminator og kastede sin bombelast blindt et par minutter før første røde TI blev kastet.*

#### No. 582 Squadron

Lancaster III	PB149	F/O A J Kelly Target - Hamburg. Ident - H2S. attacked 2122.41 hrs - 18000 ft - 170T - 155 kts. Bombs dropped - 4 x 1000 lb MC TD .025. 10 x CP No. 3 'B' White. 2115 hrs M/B gave basement flight plan and time check and transmitters off. Ours were first flares dropped - fell across town centre about 1 to 2 miles N of AP. Green TIs were dropped after we bombed, seen as we left target. These seemed fairly concentrated. 2126 hrs large explosion seen in target area. Bombing seemed fairly concentrated. Bomb load - as dropped. Weather - Layer very thin low stratus. Good visibility above.	18.14	00.05
Lancaster III	PB238	F/Lt R A Butts Target - Hamburg. Ident - H2S. Attacked - 2123.40 hrs - 18.000 ft - 170 T - 150 kts. Bombs dropped - 4 x 4000 MC, 6 x CP No 3 'B' White. 2116 hrs MB gave basement flight plan. Ablout 2 aircraft had dropped illuminator flares before we bombed - fell very close together. Own fell with these quite concentrated. Left target too early to see results. After bombed M/b said bomb Green TIs at 2131 hrs changed to bomb skymarkers at 2133 hrs. Bomb load - 4 x 1000 lb MC TD .025. 19 x CP No 3 White 'B'. Weather - 5/10ths very thin stratus about 6000 ft.	18.13	00.13



Målfoto for Lancaster PB238 'G' fra No. 582 Squadron, som blev fløjet af F/Lt R A Butts. Rapporten lyder: 'Target Hamburg. Ident - H2S. Attacked 2123.40 hrs - 18000 ft . 170T - 150 kts. Bombs dropped - 4 x 1000 MC, 6 x CP No. 3 'B' White. 2116 hrs MB gave Basement flight plan. About 2 a/c had dropped illuminator flares before we bombed - fell very close together. Own fell with these quite concentrated. Left target too early to see results. After bombed M/B said bomb Green TIs at 2131 hrs changed to bomb sky-markers at 2133 hrs. 5/10ths very thin stratus about 6000 ft.

Lancaster III PB119 F/O P J McVerry 18.13 00.03  
 Target - Hamburg. Ident - H2S. Attacked - 2123.50 hrs - 18000 ft - 172 T - 150 kts. Bombs dropped - 4 x 4000 lb MC TD.025. 10 x CP No. 3 'B' White. 2115.39 hrs MB gave basement flight plan transmitters off and at 2116 hrs time check. Nothing further heard before bombing. Own flares about first down - flares lit up docks well. No further TIs seen. No early bombing seen. Bomb load - as dropped. Weather - 5/10ths thin str cu round target. Visibility very good.

No. 8 Groups samlende rapport efter angrebet på Blohm & Voss skibsværftet i Hamburg lyder:  
 '4 to 5/10ths thin drifting strata cu. tops about 5.000 ft, increasing as the raid progressed to 10/10ths with ops approx 8.000 ft.  
 Both the met recco and the early windowers completed their allotted task with the latter Mosquito bombing later on a second run over the target. Illuminating flares opened the attack on time and permitted early aircraft to obtain oblique views of the docks and the built up area on their run up to the target. In fact a few claim to have identified the area of the A/P. Once over the target cloud interfered to such an extent that the actual A/P could not be picked out by the visual markers. Consequently the Master Bomber called for the blind markers to mark which they did with TI green, and by approx 21.28 hrs these are reported to have formed a fairly good concentration on which the Master Bomber based his instructions to the main force. Gradually cloud increased until at 21.33 hrs the Master Bomber was compelled to instruct the main force to bomb on the sky-markers. Bombing in the early stages on the ground markers is reported as fairly concentrated and later cloud precluded accurate assessment, but it is strongly felt that a proportion of the attack fell across the river into the town. Several fires were left burning and a very large explosion is noted at 21.36 hours'.

En lidt mere dybdegående vurdering fra No. 8 Group vedrørende angrebet på Hamburg lød:  
**Target: Hamburg (Blohm and Voss)**

1. Plan of attack

The method planned was controlled Newhaven with emergency Wanganui. H. 2130. Duration 7 minutes.

- H-20 Met Recco to report cloud conditions over target to Master Bomber.
- H-6 18 Blind Illuminators
- H-4 Master and Deputy and Primary Visual Markers with mixed Red and Green TI's.
- H-2 10 Blind Markers with Green TI's and Wanganui flares Green/Red stars.
- H 0 to H+6 10 Blind Sky-markers with Wanganui flares Green/Red stars.

H-2 to H+5 11 Visual Centres with Red TIs.

H-6½ 12 Supporters.

#### 2. Weather

Forecast: Small amounts medium cloud.

Actual: 7/10ths strata cu, becoming 10/10ths tops 5.000 ft.

#### 3. Defences

Slight and moderate heavy flak. Some fighter activity over target.

#### 4. PFF Results.

Blind Illuminators 15 dropped Illuminating flares

Blind Markers 9 out of 10 marked

Blind Sky Markers 7 out of 10 marked release point

Visual Centres Unable to back up.

#### 5. Success of Attack

The Met Recco aircraft reported cloud conditions over target at 2113, but was not received by Master Bomber. Illuminating flares were dropped well on time and although the docks could be seen, the aiming point could not be identified due to cloud. Master Bomber called for Blind Marking and Sky Marking. Although the Blind Markers' TIs fell in the dock area, no concentration was achieved, with a result that bombing was scattered. Later, cloud increased and bombing on sky markers was resorted to. The majority of bombs fell in the built up area, but no concentration was achieved on the aiming point which was Blohm and Voss Factory.



*Halifaxes fra canadiske No. 425 (Alouette) Squadron på RAF Tholthorpe. Denne eskadrille gennemførte sit første bombeangreb natten mellem den 5. og 6. oktober 1942, hvor fire Wellingtons bombede Aachen og eskadrillens sidste bombeangreb under anden verdenskrig fandt sted den 25. april 1945, hvor 18 Halifaxes bombede kanonstillinger på Wangerooge. No. 425 Squadron gennemførte i alt 3649 operative togter under hvilke de mistede 49 bombefly.*

Hovedstyrken bestod af fly fra No. 4 og 6 Group, der angreb i tre bølger med meget tætte mellemrum:

#### Første bølge

No. 4 Group	43 Base	12 Halifaxes	H 0 til H+2
	44 Base	15 Halifaxes	H 0 til H+2
	42 Base	14 Halifaxes	H 0 til H+2
	No. 51 Sqdn	3 Halifaxes	H 0 til H+2
	No. 578 Sqdn	3 Halifaxes	H 0 til H+2
No. 6 Group	No. 429 Sqdn	8 Halifaxes	H-4 til H-2
	No. 415 Sqdn	9 Halifaxes	H+1
	No. 408 Sqdn	9 Halifaxes	H+2

#### Anden bølge

No. 4 Group	43 Base	12 Halifaxes	H+2 til H+4
	44 Base	15 Halifaxes	H+2 til H+4
	42 Base	14 Halifaxes	H+2 til H+4
	No. 51 Sqdn	3 Halifaxes	H+2 til H+4
	No. 578 Sqdn	3 Halifaxes	H+2 til H+4

No. 6 Group	No. 426 Sqdn	18 Halifaxes	H+3
	No. 425 Sqdn	14 Halifaxes	H+4
<u>Tredie bølge</u>			
No. 4 Group	43 Base	17 Halifaxes	H+4 til H+7
	44 Base	23 Halifaxes	H+4 til H+7
	42 Base	19 Halifaxes	H+4 til H+7
	No. 51 Sqdn	6 Halifaxes	H+4 til H+7
	No. 578 Sqdn	6 Halifaxes	H+4 til H+7
No. 6 Group	No. 415 Sqdn	7 Halifaxes	H+5
	No. 432 Sqdn	2 Halifaxes	H+5
	No. 408 Sqdn	4 Halifaxes	H+5
	No. 432 Sqdn	13 Halifaxes	H+6
	No. 420 Sqdn	14 Halifaxes	H+7

Bomber Command rapporterede, at følgende bombelast var kastet mod skibsværftet (samt havneområdet og Hamburg by):

Group	Flytype	Attacked	4000 HC	1000 MC	500 MC	500 USA	250 GP	250 TI	Flares
4	Halifax	151			890	760	78		
6	Halifax	83			558	503	223		
8	Lancaster	62	31	270	88	3		6	767
8	Mosquito	8	5		12				



*F/Lt J G Giles og hans besætning fra No. 10 Squadron på RAF Melbourne fotograferet for Halifax MZ919. Den 8. marts 1945 bombede Giles Hamburg i Halifax III RG354 'O' og hans besætning lyder: 'Bombed Hamburg at 2135 hours from 20.000 ft, used H2S check and green/red skymarkers. Bombed one green/red skymarker, one visible under M/B's orders. Master Bomber ordered to 'bomb green TI's' at 2130, but couldn't see any. One terrific lage explosion which lasted for 5/6 secs seen in marked area at 2137. Bombing seemed to be fairly concentrated. PFF was sparse. Some enemy activity shown by fighter flares'.*

No. 4 Group var den største bidragsyder til angrebet på Hamburg. Følgende eskadriller deltog i angrebet:

42 Base - Pocklington	RAF Full Sutton	No. 77 Sqdn	8 Halifaxes
	RAF Pocklington	No. 102 Sqdn	8 Halifaxes
	RAF Elvington	No. 346 Sqdn	11 Halifaxes
	RAF Elvington	No. 347 Sqdn	9 Halifaxes

43 Base - Driffield	RAF Lissett	No. 158 Sqdn	16 Halifaxes
	RAF Driffield	No. 466 Sqdn	11 Halifaxes
	RAF Leconfield	No. 640 Sqdn	13 Halifaxes
44 Base - Holme-on-Spalding	RAF Melbourne	No. 10 Sqdn	20 Halifaxes
	RAF Holme	No. 76 Sqdn	18 Halifaxes
	RAF Breighton	No. 78 Sqdn	17 Halifaxes
Controlled by Group HQ	RAF Snaith	No. 51 Sqdn	12 Halifaxes
	RAF Burn	No. 578 Sqdn	13 Halifaxes

Fem fly vendte om før målområdet, men de øvrige bombede Hamburg. No. 4 Groups beretning af angrebet lyder:

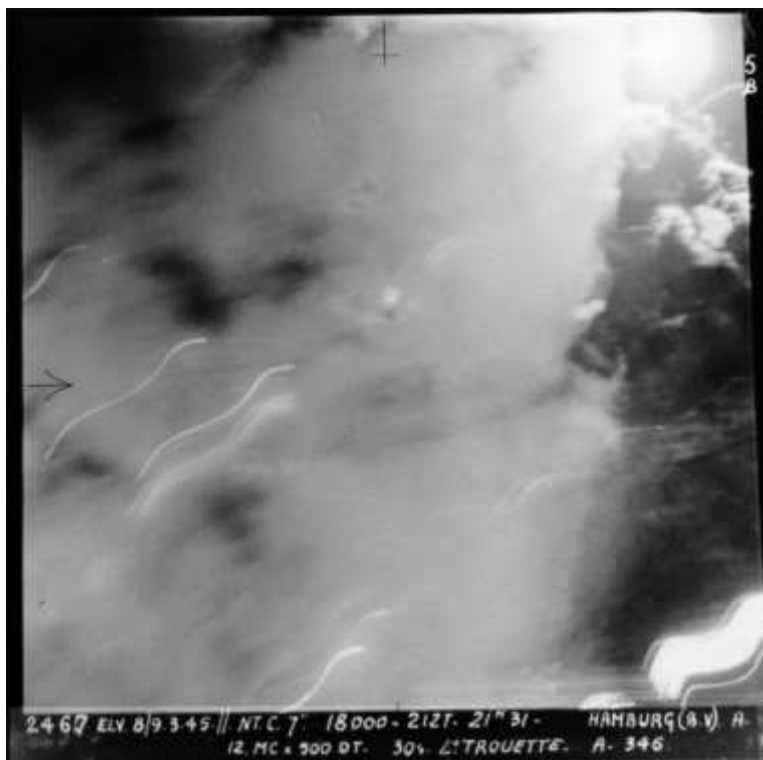
'Thin drifting cloud over the target in varying amounts between 7/10 and 9/10 tops 6.000 feet made it necessary to switch from groundmarking to skymarking. The first to arrive obeyed the Master Bomber and aimed at TI greens as the bombing shifted from the centre to starboard of these clusters the gaps in the cloud began to close and skymarkers were released. It was no longer possible for anyone to pick out the Blohm and Voss yards visually but the marking appeared fairly well concentrated. Several crews report that fires were started and there were a number of explosions throughout the attack. The most impressive occurred at 21.37 when the sky was lit by a vivid orange glow accompanied by huge tongues of flame and black smoke.

A small fighter reaction over Hamburg was continued on the homeward route well across the North Sea. Flak was not intense for this target though two aircraft were seen shot down during the attack. Searchlights were active but ineffective'.

#### No. 4 Group

No. 77 Squadron afsendte otte Halifax VI til Hamburg og alle otte bombede fra højder mellem 17.500 og 18.000 fod. Flyene medførte alle sprængbomber og ingen brandbomber. De fem medbragte otte stk 500 lb MC og fire 250 lb GP, medens de resterende tre havde ti stk 500 lb MC og seks stk 250 GP. Besætningerne bombede målmarkeringerne og de så alle 'gode' brande i målområdet.

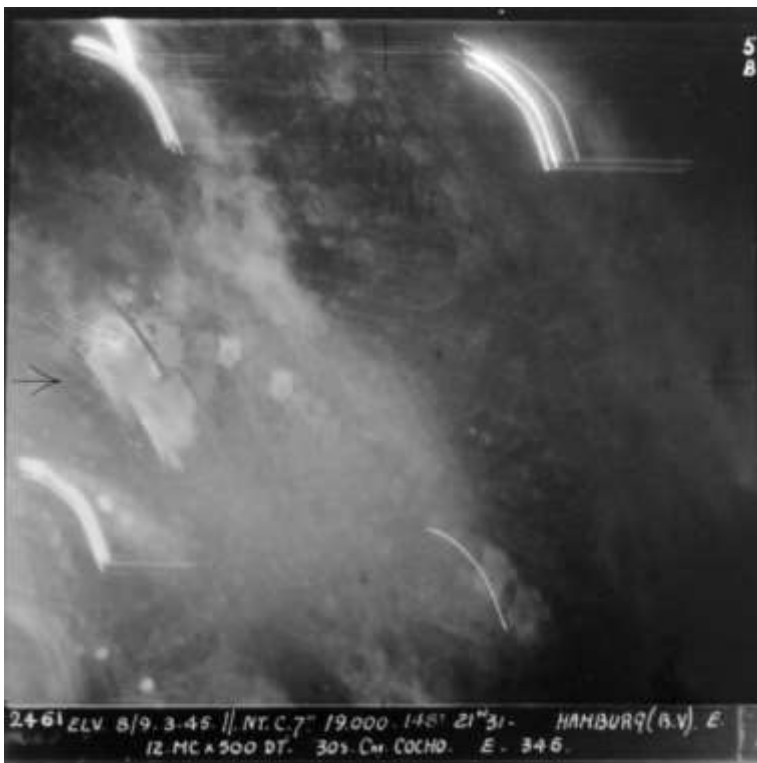
Også No. 102 Squadron fra RAF Pocklington afsendte otte Halifaxes. Syv af disse bombede Hamburg, medens den sidste, F/O Heinrich i Halifax IV RG489 'N', vendte om før målet på grund af at den inderste venstre motor var defekt. Fire af de syv Halifaxes bombede ground markers og de sidste tre bombede R/P lysbomberne. Ligesom alle andre bombebesætninger, der denne aften gæstede Hamburg, rapporterede besætningerne i No. 102 Squadron om en kæmpe eksplosion, der i deres mening varede omkring 10 til 15 sekunder.



*Franske Lt E Trouette var pilot ombord på Halifax III MZ741 'A' fra No. 346 Squadron. Han var startet fra RAF Elvington klokken 18.47 og bombede klokken 21.27 fra en højde af 18.000 fod grønne målmarkeringsbomber i Hamburg. Besætningen kunne se store brande i målområdet, Trouette landede igen på Elvington klokken 00.54. Besætninger i No. 346 Squadron rapporterede om tyske raketter, som blev affyret fra jorden. Det har sandsynligvis været raketter til affyring af falske målmarkeringer, som flybesætningerne så.*



No. 346 Squadron sendte 11 Halifax III på vingerne og de 10 bombede Hamburg. Halifax NR232 startede klokken 18.30, men vendte om før tid på grund af at yderste højre motor var defekt. Halifaxen landede igen på RAF Elvington klokken 20.30. Besætningerne i denne eskadrille rapporterede om to store eksplosioner i målområdet og de meldte også om, at tyskerne affyrede raketter fra jorden.



*Captain L Cocho var pilot ombord på Halifax III MZ486 'E' fra No. 346 Squadron, der bombede skymarkers over Hamburg klokken 21.31 fra en højde af 19.000 fod. Besætningen rapporterede, at de så en stor eksplosion i målområdet. Captain Cocho og hans besætning overlevede krigen.*

No. 347 Squadron, der ligeledes var stationeret på RAF Elvington, fik ni Halifaxes på vingerne, hvoraf de otte bombede Hamburg. Det sidste fly, Halifax III NR151, vendte om før tid, da yderste venstre motor var defekt. Også denne eskadrille rapporterede om raketter ved Hamburg.

No. 158 Squadron på RAF Lissett havde ordre på at stille 18 Halifaxes under nattens angreb på Hamburg, men fik 16 på vingerne, da to af flyene havde tekniske problemer. Ligesom de andre eskadriller havde de et enkelt fly, der returnerede før målet. Det var Halifax III NA221 'Z', der blev fløjet af F/Sgt W Murray. Flyet kom på vingerne klokken 18.59, men allerede over flyvepladsen var der problemer med at kontrollere flyet, hvorfor Murray valgte at returnere. Bomberne blev kastet klokken 19.19 i sikret tilstand fra 5.000 fods højde og Halifaxen landede igen på RAF Lissett klokken 19.31.

De øvrige fly fra No. 158 Squadron fortsatte i retning af Hamburg, som de bombede omkring klokken 21.35 fra 19.000 fods højde. Besætningerne så to store eksplosioner i målområdet, men de så også to natjagere mellem Hamburg og kysten på vejen hjem. Det kom dog ikke til luftkamp mellem eskadrillens fly og tyske natjagere. Besætningerne mente, at de så to eller tre fly blive skudt ned ved Hamburg og muligvis yderligere en ved kysten på vejen hjem. Heldigvis gik det ikke så galt for angrebsstyrken.

Halifax MZ921 'P', der blev fløjet af P/O J L Walters, blev i 11.000 fods højde ramt af luftværnsraketter klokken 22.09, da man befandt sig på position 5400N 0800E, hvilket vil sige ved Helgoland. Halifaxen var dog ikke værre beskadiget end at P/O Walters kunne lande på hjemmeflyvepladsen klokken 00.32.

Australieren P/O C J A Reece, der var pilot ombord på Halifax III PN438 'X' fra No. 158 Squadron beretter om aftenens sortie:

8/10 thin cloud. Target identified by S/Ms and red and green TIs. Bombed centre of 4 greens and 2 reds at 2134 hrs from 19.000 ft, heading 168T, IAS 160. Master Bomber was not heard well. Marking seemed good and a large red explosion was seen at 2135 hrs. At 2251 hrs 8.000 ft 5500N 0500E what appeared to be an aircraft on fire was seen ahead for some time and 2 miles further on it went down and later a glow was seen through the clouds. At 2133 hrs 19.000 ft over target area aircraft was seen to go down with port wing on fire - from 500 yards.

No. 466 Squadron på RAF Driffield havde ordre på at sende 12 Halifaxes, hvoraf en ikke kom i luften på grund af tekniske vanskeligheder. De øvrige elleve kom alle i luften, bombede Hamburg og returnerede igen. To besætninger afsluttede deres første tour denne aften. Eskadrilledagbogen beretter:

12 aircraft detailed, 11 attacked the target. Total bombs dropped on primary 87 x 500 AMN.64, 44 x 500 MC (A/C J jettisoned safe in sea 1 x 500 ANM - hung up).

Weather; At take off 6/10ths SC base 3000' decreasing to small amounts over North Sea to about 06E. From 06E to and over Target 7-9/10ths thin SC, tops about 6000'. Similar conditions on return.

Master Bomber was clearly heard. At first giving orders to bomb TIG, and then later to bomb sky markers. Some crews bombed the TIG which could be seen through the thin cloud, and others the sky markers. Both types of markers were not considered very concentrated. The attack is possibly successful as there are reports of fires which caused a glow under the clouds, and 7 aircraft saw a huge orange explosion at 2136/21/37 which lasted 5-6 secs. One crew said it lit up the inside of their aircraft and another could see the docks round the target area from the flash of it. A white explosion was seen by one aircraft at 2132, and a small yellow one at 21.38 S of the A/P, by another A/C. The defences were slight mod loose barrage with some prediction. Two A/C received slight damage. Only two ME 410 sighted in T/A but fighter flares were seen from T/A back to about 06E.

No. 640 Squadron afsendte 13 Halifaxes, der alle bombede Hamburg og returnerede til RAF Leconfield. Eskadrillens besætninger rapporterede, at mange fly havde deres navigationslys tændt op til kysten af Schleswig-Holstein på vejen ind. De så også to fly blev skudt ned af luftværnsskytset over Hamburg.

No. 10 Squadron på RAF Melbourne var en af de helt store bidragsydere under angrebet på Hamburg. De afsendte 20 Halifaxes og alle besætninger bombede Hamburg med seks stk 500 MC TD 0.025 sec og seks stk 500 ANM 64 TD 0.025 sec. F/Lt B Davies var pilot ombord på Halifax III MZ751 'L' og hans rapport lyder:

Bombed Hamburg at 2134 hrs by means of green/red skydmakers and H2S. Cloud 8-9/10ths stratus, rather thin. Bombed centre of three green/red skydmakers. Master Bomber heard at 2133. Explosion to port at 21.34, small explosion ahead at 2135, and a large explosion below at 2137. Terrific red flame shot out; no smoke seen from it. Enemy aircraft sighted in target area and heavy moderate flak at a/c height, no combats, no damage.

No. 76 Squadron på RAF Holme afsendte 18 fly mod Hamburg. Det var femte gang i løbet af otte dage at man deltog i et bombetogt. Besætningerne syntes at målmarkeringerne var lidt spredte og at luftværnsskydningen ikke var så kraftig, som man kunne forvente over Hamburg. Alle flyene bombede og returnerede.



*Halifax III LW627 'W' fra No. 76 Squadron på RAF Holme on Spalding Moor, der blev fløjet af F/Lt R Hutchinson, som var startet klokken 00.15. Han landede igen på hjemmebasen klokken 00.15. Hans rapport lyder. 'Attacked primary at 21.31½ hours from 18.900 ft. Identified by and bombed on green T's. Explosions seen in target area at 21.35 hours, dull reddish colour'.*

No. 78 Squadron havde ordre til at sende 17 fly mod Hamburg og alle 17 bombede målet med 12 stk 500 lb MC sprængbomber. Besætningerne i denne eskadrille mente, at både målmarkeringen og bombningen var koncentreret. Besætningerne rapporterede, at de var udsat for intens luftværnsskydning i udkanten af

målområdet og at der var moderat med tysk natjageraktivitet. Tre fly blev set skudt ned. Alle flyene fra No. 78 Squadron returnerede til RAF Brighton.

No. 51 Squadron på RAF Snaith afsendte 12 Halifaxes mod Hamburg og eskadrilledagbogen beretter:

12 aircraft took part in the attack and all returned safely. The majority of the crews reported three clusters of green TI and one cluster of red well away to the West with a line of RP Flares across track. Master Bomber gave following instructions:

21.30 hours approximatel - Bomb 200 yards to starboard of green TI.

21.31 hrs approximately - Bomb centre of green TI.

21.31½ hours approximately - bomb southernmost green TI.

21.32 hours approximately - Bomb sky markers.

Several impressive explosions were noted at 21.33 and 21.36 hours, the latter being particularly vivid with big red flash and black smoke. Glow of fires showed through cloud. Aircraft were seen with lights on as far East as Sylt and again on return soon after leaving Heligoland area. A few fighters were observed but fighter flares were reported between 0800E and 0400E on the homeward flight. Heavy flak at target was fair in volume but scattered.

Besætningerne i No. 51 Squadron rapporterede om luftværnsskydning fra Hamburg, Rendsburg, Kiel, Sylt, Cuxhaven, Wesermünde og flere andre lokaliteter. Eskadrillen mistede ingen fly og fik tilsyneladende heller ikke nogen beskadiget af luftværnsskydningen. F/Lt H E Doyle i Halifax III MZ348 'D' var en af de piloter, der rapporterede om luftværnsskydning:

This aircraft left to attack the target carrying a bomb load of 12 x 500 lb HE's which was released at 21.32 hours at a height of 20.000 feet. A big flash was observed as the aircraft bombed. Marking was scattered but the Master Bomber's instructions were clear. Some tracer up to 20.000 feet was encountered whilst crossing the coast on the way to the target. Heavy flak was encountered in the Kiel Canal area. Intense heavy flak, barrage type, to 20.000 feet encountered at target. Heavy flak over coast on return journey.

No. 578 Squadron på RAF Burn afsendte 13 fly for at bombe Hamburg. Halifax MZ560 'C' returnerede før målet på grund af tekniske problemer, men de øvrige bombede Hamburg og returnerede alle til hjemmebasen.



*Halifax III LV937 'E' med tilnavnet 'Expensive Babe' fra No. 51 Squadron, der den 8. marts 1945 blev fløjet af F/Lt S A Tocchini. Han rapporterede: 'This aircraft left to attack the target carrying a bomb load of 12 x 500 lb HE's which was released at 21.32½ hours at a height of 18.000 feet. Two explosions were seen at the target area at approximately 21.36 hours. Moderate heavy flak encountered at target. An aircraft was seen with white lights on S of Sylt and again on the homeward journey from the neighbourhood of Heligoland'. Billedet er taget den 7. december 1944, hvor LV937 gennemførte sit 100. sortie med F/Lt R Kemp som pilot.*

## No. 6 Group

No. 6 Group havde ordre til at afsende 93 Halifaxes for at bombe Blohm & Voss i Hamburg, 85 startede og 82 bombede Hamburg. Følgende eskadriller fra No. 6 Group afsendte fly mod Hamburg:

62 Base - Linton-on-Ouse	RAF Linton on Ouse	No. 408 Sqdn	13 Halifaxes
	RAF Linton on Ouse	No. 426 Sqdn	13 Halifaxes
	RAF East Moor	No. 432 Sqdn	15 Halifaxes
	RAF East Moor	No. 415 Sqdn	16 Halifaxes
	RAF Tholthorpe	No. 420 Sqdn	14 Halifaxes
	RAF Tholthorpe	No. 425 Sqdn	14 Halifaxes



*Halifax III MZ620 fra No. 425 Squadron. Denne eskadrille havde ordre til at angribe Hamburg med 14 Halifaxes. Alle 14 fly bombede det primære mål og returnerede til RAF Tholthorpe. Besætningerne rapporterede følgende om Hamburgs forsvar: 'Heavy flak was in slight barrage bursting from 14/19.000 feet and there was some light flak bursting well below the stream. Searchlights were numerous but ineffective. There was evidence of fighter activity over the target and on the way home as far as 0400E. Several fighter flares seen principally around the vicinity of Heligoland. No combat took place and no claims were made'.*

No. 6 Group sammenfattede følgende rapport for angrebet på Blohm & Voss i Hamburg:

'4 to 10/10ths. Thin patchy strata-cu. Tops 3/10.000 feet. Horizontal visibility fair to good. Some mining crews visually identified their special A/P by stretches of water and docks. the others, like most of the bombing crews, relied on the sky and ground markers which were fairly concentrated and close to each other. Master Bomber clearly heard but it was difficult to follow his instructions as they changed rapidly - first TIG, Later flares green/red stars. With the exception of one mushroom-like explosion in their area mining crews had no observations but considered their effort fairly successful. Bombing reported as accurate and fairly good fires resulted. Together with black smoke in the location of a very large explosion at 21.37 hrs. Several other largish explosion 21.31-21.38 hours. After leaving glow could be seen covering a large area of the target.

Slight to moderat in accurate barrage (a little predicted) HF 14/21.000 ft. Some LF below stream. Moderate S/L activity but ineffective. 2 aircraft seen shot down in target area (one identified as bomber).

Evidence of fighter activity at target and on way home as far as 4 deg. E, but mainly to just south of Heligoland. Also several fighter flares. One combat homeward but no claim'.

No. 408 Squadron på RAF Linton-on-Ouse afsendte 13 Halifax VII, der alle bombede og returnerede. Squadron Leader William John Smith i Halifax VII HP714 'A' var en del af tredje bølge og hans rapport lød:

Attacked primary. 9/10ths low clouds with tops at 6.000 ft. Visibility was good and the target was identified by H2S, red flares and green stars. Bombing was carried out on H2S at 2135 hours from 18.000 feet on a heading of 173 T with an IAS of 160. Marking slightly scattered. The attack was good. Bomb load was 15 x 500 lb MC TD .025, 1 x WG 37.

Rapporten var meget lig de andre besætningers beretning om angrebet. Squadron Leader Smith, der var Flight Commander i eskadrillen, stammede fra Saskatchewan og meldte sig til RCAF i maj 1941. Han fortsatte i RCAF efter krigen og fik tilkendt et DFC for hans indsats ved No. 408 Squadron.

F/O Tunis i Halifax HP807 fra No. 408 Squadron landede klokken 00.21 på RAF Carneby (flyveplads specielt udviklet til at modtage fly i vanskeligheder), da han under returflyvningen fandt ud af, at han ikke havde noget tryk på bremserne. Landingen forløb glat. F/O Tunis havde bombet Hamburg klokken 21.34 fra en højde af 18.000 fod.

No. 426 Squadron på RAF Linton-on-Ouse afsendte 13 Halifax VIII, der alle bombede Hamburg og returnerede til hjemmebasen. Eskadrillens fly medførte 15 stk 500 lb MC, som de kastede fra højder mellem 19.000 og 20.000 fod. F/Lt J Baillin i Halifax NG779 havde lidt problemer under den sidste del af bombing run, da et andet fly kom ind over hans kurs og han var nødt til at undvige.

No. 432 Squadron på RAF East Moor afsendte 15 Halifax VII, hvoraf de 14 bombede Hamburg. Halifax VII NP703 'H' fik problemer straks efter starten, der fandt sted klokken 18.21. Yderste venstre motor satte ud, men piloten, P/O J K Bain, valgte at fortsætte toget. Klokken 19.35 satte inderste højre motor ud og flyet tabte højde fra 2.500 fod til 800 fod, hvorefter bombelasten bestående af 15 stk 500 lb sprængbomber blev kastet i sikret tilstand på position 54.42'N 02.10'E. Flyet kunne ikke vinde højde selv om besætningen kastede alle løse genstande ud for at lette flyet. P/O Bain landede på RAF Carnaby klokken 20.26.



*F/O J Paul var pilot ombord på Halifax VII RG479 'N' fra No. 432 Squadron. Hans rapport lyder: 'This crew report 6 - 8/10ths cloud. The target was identified by red and green Tl's, skymarkes green with red stars and illuminating flares. The attack was made from 19.500 feet at 2129.2 hours on a heading of 171° at 155 mph. the bombs were released on centre of green Tl's. Bomb bursts in target area seemed to be well concentrated. At 2130 hours large orange explosion seen. The aircraft landed at Base without incident. Load carried: 9 x 500 lbs ANM.64 and 6 x 500 lbs MC'.*

De øvrige fly i eskadrillen fortsatte til Hamburg, som de bombede fra højder omkring 19.000 fod. Ligesom de andre eskadrillers besætninger så de to store eksplosioner i målområdet. Det var dog ikke uden dramatik. Eskadrillechefen, Wing Commander Kennet Alan France, var pilot ombord på Halifax VII PN229 'C'. Han bombede klokken 21.38 målmarkeringen i Hamburg fra en højde af 18.600 fod. Besætningen havde netop et minut forinden set en meget stor eksplosion med et orange skær og 20 sekunder senere blev denne eksplosion fulgt af endnu en med et gult skær. Næsten samtidig blev Halifaxen ramt af flak, der ramte inderste venstre motor. W/Cdr France var dog i stand til at fortsætte flyvningen, men på vej tilbage til England opdagede besætningen, at bremsetrykket var forsvundet, hvorfor også W/Cdr France besluttede sig til at lande på RAF Carnaby. Han landede på Carnaby klokken 00.12 uden problemer.

F/Sgt W J Gelineau fra No. 432 Squadron var pilot ombord på Halifax VII NP697 'F'. Han var startet fra RAF East Moor klokken 18.28 og var på vej til Hamburg, da hans yderste venstre motor satte ud klokken 21.09. Han valgte at fortsætte til Hamburg, som han bombede klokken 21.35 fra en højde af 15.000 fod. Turen tilbage til England forløb uden problemer og han ladede igen på hjemmebasen klokken 00.48. Den 12. marts bombede Gelineau Dortmund, men nu som Warrant Officer.

No. 415 Squadron fik ordre på at stille 16 fly til angrebet på Hamburg og 16 fly kom i luften, men ikke alle bombede Hamburg. P/O J S McKenzie var en af de piloter, der ikke gennemførte toget. Under starten fandt han ud af, at hans flaps og understel ikke fungerede. Besætningen forsøgte nødproceduren for denne type hændelser, men man kunne ikke få trykket længere op end neutral, hvorfor McKenzie returnerede til RAF East Moor, hvor han landede klokken 20.21. Bombelasten blev kastet klokken 19.12 i sikret tilstand fra en højde af 5.000 fod for at reducere flyets vægt under landing.

No. 415 Squadron mistede det eneste fly, som gik tabt under angrebet på Hamburg. Det var Halifax III NA186 (kodet 6U-U), som blev fløjet af W/O I A F McDiarmic. Halifaxen blev ramt af luftværnsskyts og styrtede klokken 21.35 ned ved Fischbek, der ligger 8 km nordvest for Harburg. Det lykkedes for hele besætningen at springe ud med faldskærm. De blev alle taget til fange umiddelbart efter landingen. Nedskydningen blev foretaget af Flak Abteilung 607 samt Fl.Abt 137 og 162.

Squadron Leader John Everett McAllister, DFC fløj Halifax LW122 'Q'. Han var en erfaren bombepilot, der havde fået tildelt sit DFC for et angreb på Wanne Eickel i oktober 1944, hvor han fik sit fly stærkt beskadiget af luftværnsskyts, men alligevel fortsatte til målet. McAllister blev født i Milltown i New Brunswick i 1921 og gik på University of New Brunswick før han kom i RCAF i september 1941. Han blev udnævnt til officer i 1942 og kom til No. 415 Squadron den 12. august 1944. Angrebet på Wanne Eickel var McAllisters fjerde operative sortie. Han blev sidst i september 1944 udnævnt til F/Lt og fik hans DFC i december samme år. I februar 1945 blev han udnævnt til Squadron Leader og gennemførte sin tour på 31 togter med sidste togt den 14. marts 1945. Han beretter om angrebet på Hamburg:

Bombing Load: 10 x 500 lbs ANM 64 (TD .025), 6 x 500 lbs MC (TD .025). T: 2134.6 hrs.  
H: 20.000 ft. Heading: 169T 155 mph. 10/10 thin cloud, tops 3.000 ft. Saw TI's green cascade at H to H-1 but bombed sky markers on Master Bombers instructions. Master Bomber heard H-1 to bomb TI's green and then changed to bomb sky markers. Marking not plentiful. Bombs seen bursting in marked area. Two small explosions seen but no fires. Route and tactics very good. Believed that enemy fighters were fooled by tactics and sharp turns on route. Camera run straight and level.

McAllister troede ligesom så mange andre deltagende besætningsmedlemmer i angrebet på Hamburg, at tyske natjagere opererede imod dem. Det var ikke tilfældet. Luftwaffe havde ingen natjagere i luften.



*S/Ldr McAlliser og  
hans besætning fra  
No. 415 Squadron.*

No. 420 Squadron på RAF Tholthorpe afsendte 14 Halifaxes mod Hamburg. Alle flyene bombede det primære mål og returnerede til hjemmebasen. Ligesom besætningerne i No. 415 Squadron var de overbeviste om at adskillige tyske natjagere opererede i bombestrømmen. Adskillige besætninger rapporterede om natjagerlysbomber og et par besætninger hævdede, at de havde set tyske natjagere. At der ikke var nogen natjagere, var heldigt for en del besætninger, idet også No. 420 Squadron rapporterede om, at de observerede bombefly fra Main Force, som havde deres navigationslys tændt både under an- og returflyvningen.

P/O Russel Elbert Bagnell i Halifax III NR290 'K' beretter om angrebet på Hamburg:

Target Hamburg. Bomb Load: 8 x 250 GP (HR), 88 x 500 AN-M64 (USA). There was 10/10ths st cloud, with 4/5.000 ft. Visibility was good. Target identified by Green flares - Red stars - H2S, at 2136.4 hrs. Primary attacked at 2136.4 hrs from 18.000 ft. Heading: 169 degrees T. IAS 160 mph. Bombed on centre of skymarkers. Bomb-Aimer reports MB heard clearly at 2120 hrs instructing Main Force to bomb Green TI's, which was changed to bmb Northermost skymarkers. Markers were scattered and plentiful. Two large explosinos noted at 2137 hrs and lasted for 10/15 seconds. Red glow could be seen for 40 miles on homeward trip. Pilit reports route and tactics very good and Met better than anticipated. Camera operated while aircraft in normal flight. Several fighters observed on way into target and on homeward trip. PFF marking was good.

P/O Bagnell stammede fra New Brunswick i Canada og kom i RCAF i 1941. Han fik i sommeren 1945 tildelt et DFC for hans indsats ved No. 420 Squadron med særlig vægt lagt på et bombetogt til Rheine den 21. marts 1945, hvor hans fly blev ramt af luftværnsskytset, men hvor Bagnell fortsatte og bombede det befalede mål. Bagnell fortsatte i RCAF efter krigen og gjorde i 1959 tjeneste ved No. 412 Squadron.



*Midt i billedet ses  
Wing Commander  
Hugh Charles Ledoux,  
der kom til No. 425  
Squadron i 1944.*

No. 425 Squadron, der ligeledes var stationeret på RAF Tholthorpe, afsendte 14 Halifaxes mod Hamburg. Også besætningerne fra denne eskadrille rapporterede om tyske natjagere uden at det dog kom til luftkampe. Især ved Helgoland blev der observeret mange 'fighter flares'. Eskadrillechefen, Wing Commander Hugh Charles Ledoux i Halifax III NR134 'Z' var overbevist om at der var tyske natjagere. Han beretter:

Target: Hamburg. Bomb load; 8 x 500 MC TD and 8 x 250 GP TD. Weather: 9/10ths St Cu tops 4.000 ft. Vis good. Target identified by green flares and red stars and H2S. Bombed centre of concentration of green TI's from 19.000 ft at 2131 hrs, 166 deg T, 160 mph. WS: 350/72 Ind. Target well marked. Large concentration of green TI's. Master Bomber heard clearly instructing crews to bomb centre of greens at 2137 hrs. Geyser of yellow flame rising to 2.000 ft (200 yards circumference) numerous fires observed. Tactics good. Although grve risk of collision, flying at low altitude on outward route. Aircraft in normal flight as camera operated. Evidence of fighters following stream for some distance over sea.



*W/Cdr Ledoux fik i sine papirer  
skudsmålet 'outstanding devotion  
to duty, dogged determination and  
exceptional dashing courage  
worthy of high praise'.*

Wing Commander Ledoux blev født i Quebeck, men boede i 30'erne i Montreal, hvor han læste på Loyola University før han i 1938 meldte sig til RCAF. Indtil 1943 gjorde Ledoux tjenese i forskellige skoleenheder i Canada, før han i 1944 kom til England og blev tilknyttet No. 425 Squadron. Han fik i sommeren 1945 et DFC for hans indsats ved No. 425 Squadron. Ledoux fortsatte i RCAF efter krigen og var i 1953 Group Captain i Air Defence Command. I 1959 var han SASO i No. 1 Air Division i Canada.



Blohm & Voss skibsværftet, som var nattens mål i Hamburg, blev bombet gennem 4-10/10 skydække bestående af tynde drivende skyer med toppe op til 6.000 fod. Til at begynde med anvendes markeringer på jorden, men efterhånden som skydækket tog til gik man over til skymarkers. Målmarkeringen var forholdsvis koncentreret og det samme gjaldt ifølge besætningerne også bombningen. Der var adskillige sekundære eksplosioner i målområdet og besætningerne kunne se mange brande i Hamburg havn. Efterfølgende check med fotos, der blev taget automatisk ved bombeudløsningen, viste, at bombningen for størstedelen faldt udenfor målområdet med en tendens mod sydvest. Fototyperne konstaterede, at der ikke var fornyet skade tilført Blohm & Voss skibsværftet i løbet af natten.



*Havnen i Hamburg er enorm. Dette billed er taget af Royal Air Force i 1945 og viser Binnenhafen, Sandtorhafen og Grasbrookhafen nederst i billedet og den ødelagte Altstadt øverst i billedet.*

Hvordan så situationen, under angrebet, ud fra de tyske myndigheders side ? Werkschutz for Hamburg havde en bemanded kommandocentral, hvor man løbende modtog meldinger om industriskader. Indtil klokken 21.55 var der kun indløbet rutinemæssige meldinger om luftalarmer samt negative svar på forespørgsler om skader på industrianlæg. Dette ændrede sig klokken 21.55, hvor første skademelding indløb:

21.55 Uhr    Bezirk Hamburg:  
Holsatia-Werk, Altona, Feuer in der Schälerei.

- Howaldtswerke, Blohm & Voss, stahlwerk Mark: bombenafwürfe, näheres folgt.
- 22.00 Uhr LGK XI teilt auf Anfrage mit, dass z.Z. kein Licht, rufen wieder an zwecks Schadensmeldungen.
- 22.13 bis  
22.20 Uhr Bezirk Hamburg meldet:  
Strassenbahndepot Bahrenfelder Chaussee 39; Halle II Volltreffer erhebliche Gebäudeschäden. 6-8 Strassenbahnwagen zerstrümmert.  
Motor-Comp: mehrere Treffer im Gelände.  
Conz, Gasstr. Mehrere Bomben, ein kleiner Brand.  
Ofterdingen, Bahrenfeld: Volltreffer, mehrere Verwundete.  
British-American-Tobacco, C. Plath, Pressmetall: erhebliche Glasschäden.  
Breckholtz: ein Volltreffer  
Blohm& Voss, Steinwärder: Maschinenhalle II Westseite Feuer, Werkfeuerwehr eingesetzt.  
Böttcher & Gessner, Gasstr.: 2 Bombentreffer, erhebliche Gebäudeschäden.  
A. Gutmann. 1 Sprengbombe in die Mechanische werkstatt, 1 Drehbank vernichtet, mehrere beschädigt, kleines Feuer mit eingenen Kräften gelöscht.  
Keine Personenverluste.



*Bygning 29 på Howaldtswerke, der viser tydelige tegn på trykkskader fra detonerende sprængbomber. Til venstre i billedet kan man skimte trappeopgangen, der var ombygget til at kunne fungere som beskyttelsesrum. Markiserne over vinduerne er af armeret beton.*

- 22.47 Uhr Bezirk Hamburg meldet:  
U.v.d.Osten & Kreisinger, Siemensstrasse: in Franzosenlager Erdbunker 1 Sprengbombe, 10-12 Verschüttete, werden ausgegraben.  
Motorenwerk Hamburg: 1 Volltreffer in der Mitte der Halle 5. Erhebliche Materialschäden. Feuer mit eigenen Kräften gelöscht. Keine Personenverluste.
- 22.59 Uhr Stülcken Sohn meldet: 2-3 Sprengbomben, ausserdem Glas-, Tür- und Dachschaden.
- 23.17 Uhr Folgende Meldung an die RI (Reichsgruppe Industrie) (Oberst Popp) durchgegeben: Mittelschwerer Angriff auf Hamburg-Hafen und Altona.  
150 - 200 schwere Kampfflugzeuge  
22.13 Angriffsziel Industrie und Wohnviertel  
8 mittelschwere Schäden  
6 leichte Schäden  
Vorläufige Meldung, genaueres schriftlich.
- 23.28 Uhr Gauwirtschaftskammer meldet sich trotz wiederholten Anrufes nicht.
- 23.40 Uhr Bezirk Hamburg (Harden) meldet:  
Hamburger Wollkämmerei: erhebliche Luftdruckschäden durch Mine oder Kegttensprengbomben zwischen Neuhofer- und Fährstr. Erhebliche Schäden

auch an Privathäusern. Keine Personenverluste. In der Hindenburgerstr. 40 a, b, c mehrere Sprengbomben.

Bahrenfelder Margarinewerke: Westseite Hauptportal Voltreffer. Starker Dach- und Glasschaden. Keine Personenverluste.

Pharos: Mittlerer Gebäude- und glasschaden durch auf der Strasse detonierte Sprengbombe. Wasserleitung angeschlagen, lässt stark Wasser. Vor Haupteingang ein weiterer Sprengbommentrichter. Keine Personenverluste.

Ofterdinger: 6 Sprengbomben, 1 LZZ, 2 Tote, 2 Schwerverletzte, 3 Leichtverletzte, diese Personen befanden sich all im LS-Raum.

Schlinck & Cie: Luftdruckschäden. 2 Sprengomben im Kessel, diese stark beschädigt.

L.C. Oetker: 1 Sprengbombe ins Wohnhaus.

Wollgarnfabrik Tittel & Krüber: Einige Blindgänger.

Chemische Fabrik Billwärder: 1 Sprengbombe, 1 LZZ. Glasschäden.

GW-Fischwaren, Hohenzollernring: 1 Sprengbombe. Erheblicher Glasschaden. Holzsägerei zerstrümmert.

Zeise: 1 LZZ in Werkhalle.

Motor-Companie: 1 LZZ. Erheblicher Gebäudeschaden.

Rhenania Ossag, Grasbrook: Bombentreffer und Feuer an 2 Stellen.

Heinrich Bösch: Erheblicher Gebäudeschaden.

Howaldt: Mehrere kleine Feuer. Schiff Robert Ley am Hackmannkai Grossfeuer. Werkfeuerwehr überall eingesetzt.

Strüver: Erheblicher Glasschaden durch eine in der Nähe heruntergegangene Sprengbombe.

Eurotank: Mehrere Volltreffer in der Destillation. Mehrere Tankbrände, werden durch eigenen und fremde Kräfte bekämpft. 2 Volltreffer in Wohnhäuser und Verwaltungsgebäude. Keine Personenverluste.

Reemtsma, Bahrenfeld: 3 Sprengomben. Verwaltungsgebäude Ecke zerstört. ein weiteres Gebäude schwer beschädigt. Starker Glas- und Druckschaden. Keine Personenverluste.

Noleiko: 2 Sprengbommentrichter an der Werkgrenze. Erheblicher Glasschaden. Ausfall an Gas. Ein Leichtverletzter.



*Bygning 75 på Howaldswerke, der blev ramt af to træffere samt en 500 lbs nærvedtræffer.*

23.58 Uhr    Bezirk Hamburg (Harden) meldet:  
Nordd. Oelmühlen, Schlageterstr.: Grossfeuer.  
Die Brände von Blohm & Voss, Holsatia und Conz sind inzwischen gelöscht.



*Trappetilbygning til bygning 29 på Howaldswerke, der var blevet omdannet til beskyttelsesrum for de ansatte.*

- 00.01 Uhr Hansa-Motoren meldet: Kruppstr. 3 Bomben. ein Haus stark beschädigt. Ein Holzgebäude und Pförtnerhaus total zerstört.  
Holstenkamp. 1 Sprengbombe vor LS-Raum-Eingang. Gebäude teilweise beschädigt. Keine Personenverluste.
- 00.25 Uhr Bezirk Hamburg meldet.  
Michaelsen: 5-6 Sprengbomben in Giesshalle und Schmelzhaus. Total zerstört. 1 Leichtverletzter (Italiener).
- 00.50 Uhr Bezirk Hamburg meldet:  
Weber & Schulz: 2 Sprengbomben, 2 LZZ. Dach- und Luftdruckschäden. Keine Personenverluste.  
Nordd. Oelmühlen: 3 Sprengbomben davon 1 Kesselhaus Total zerstört; 2 in einen mit Gatsch gefüllten Tank. erheblich ausgelaufen und die LS-Keller der Firma Fette überschwemmt. Die Tankgrube durch Sprengbombe zerstört.  
Wilhelm Fette: Teufelsbrück; Viel Glas- und Gebäudeschäden. Raffinerie-Keller brennt.
- 00.55 Uhr Gau-Wi-Ka meldet sich immer noch nicht.
- 00.58 Uhr Gebr. Kähler (Rux) meldet: Durch eine in der Nähe detonierte Sprengbombe Glasschaden. Keine Personenverluste.
- 01.23 Uhr Bezirk Hamburg medlet:  
Elbschloss-Brauerei: 1 Sprengbombe in Mälzerei. Keine Personenverluste.  
Gebr. Engelken: Apenradenerstr. 2 Volltreffer. Abfüllraum stark beschädigt. 1 Lagerraum zerstört. Keine Personenverluste.  
Schlachthof- & Viehmarkt-Verwaltung: Zentral-Viehmarkt. Eimsbüttelerstr. Gebäude-, Fenster- und Türeenschaden. Durch Eckeneinsturz 10 - 12 rinder verschüttet. Bergungsarbeiten in Gange. Sprengbomben sind ausserhalb des Betriebes gefallen.
- 08.11 Uhr Bezirk Hamburg meldet:  
Hanseatische Acetylen: Grosse Glasschäden durch eine Minenbombe die ausserhalb des Betriebes gefallen ist.
- 09.04 Uhr Bezirk Hamburg meldet:  
Raffay & Co: Durch in der Nähe gefallene Sprengbombe Dach- und Glasschäden.



*Skader på bygning 105 på Howalds-  
werke, der blev  
ramt af en 500 lb  
sprængbombe.*

- 10.22 Uhr    Bezirk Hamburg meldet:  
Geb. Engelken, Schlageterstr. leichter Gebäude- Fenster und Türenscha- den durch in der Nähe gefallene Bombe.  
F J Müller & Sohn: 1 Minenbombe (LZZ) 2 m lang.  
Möller, Cemichen & Co: Starker Glasschaden. 1 bombe etwa 100 m vom Betrieb entfernt gefallen. Gipsdecken-Schäden. Keine Personenverluste. Keine Produktionsstörung.
- 10.45 Uhr    Blankenburg & Brunckhorst: erhebliche Schäden an Dach, Fenstern und Decken, durch eine in der Nähe gefallene bombe. Keine Persoenverlute. Keine Produktionsstörung.
- 12.14 Uhr    Bezirk Hamburg (Lampe) meldet:  
Sägewerk- und Lagereiges., Hamburg-Wilhelmsburg: 1 Sprengbombe ins Schnittholzlager (Platz). Unerheblicher Schäden. Keine Personenverlsute, kein Produktionsausfall.
- 12.22 Uhr    Bezirk Hamburg meldet:  
Oelwerke Julius Schindler: 1 Sprengbombe auf freies Gelände am LS-Raum, hierdurch mittlerer Schaden an Wohn- und Verwaltungsgebäude, sowie Glaschaden. Keine Personenverluste.  
Deutsche Werft, reiherstie:1 Minenbombe in Schiffbauhall, wodurch erheblicher Schaden entstand. 1 Sprengbombe in die Ufer-Trinnstation am Ostkai, hierdurch wurden Kabelleitungen durchschlagen. 1 Sprengbombe ins Schrottlager ohne Schaden anzurichten. Insgesamt grosser Glasschaden. Z.Zt. kein Strom, keine Personenverluste.

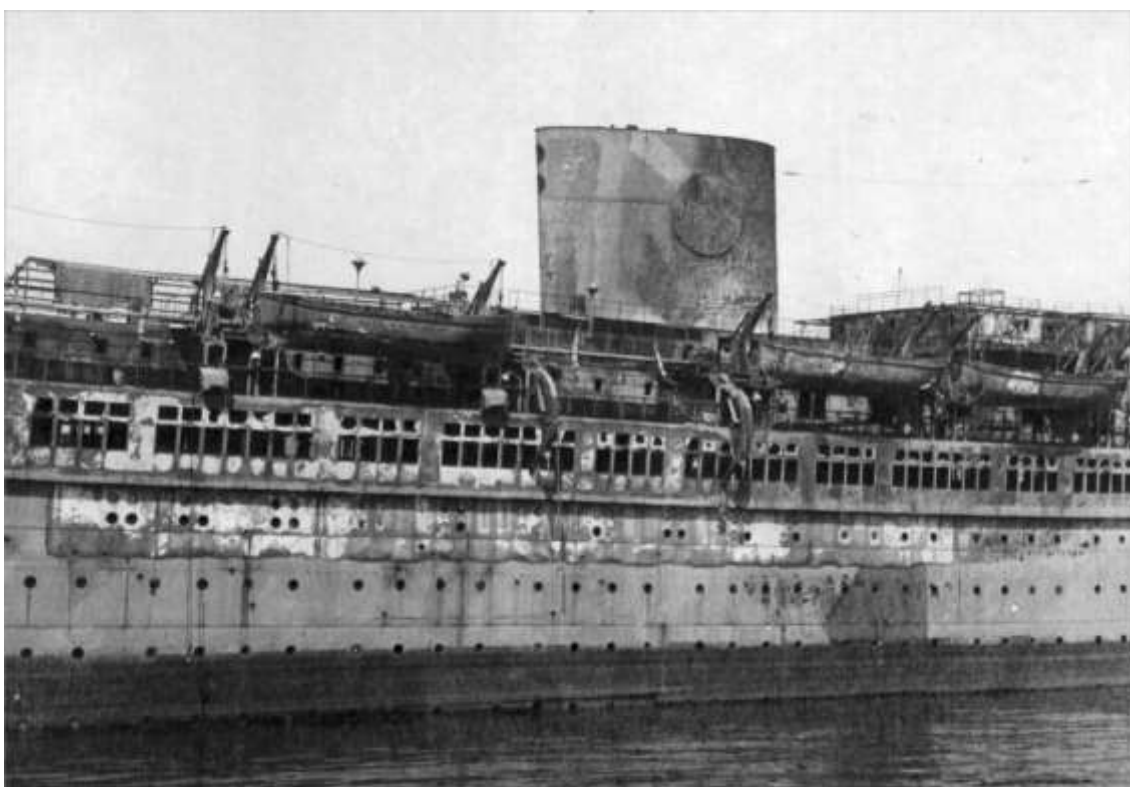
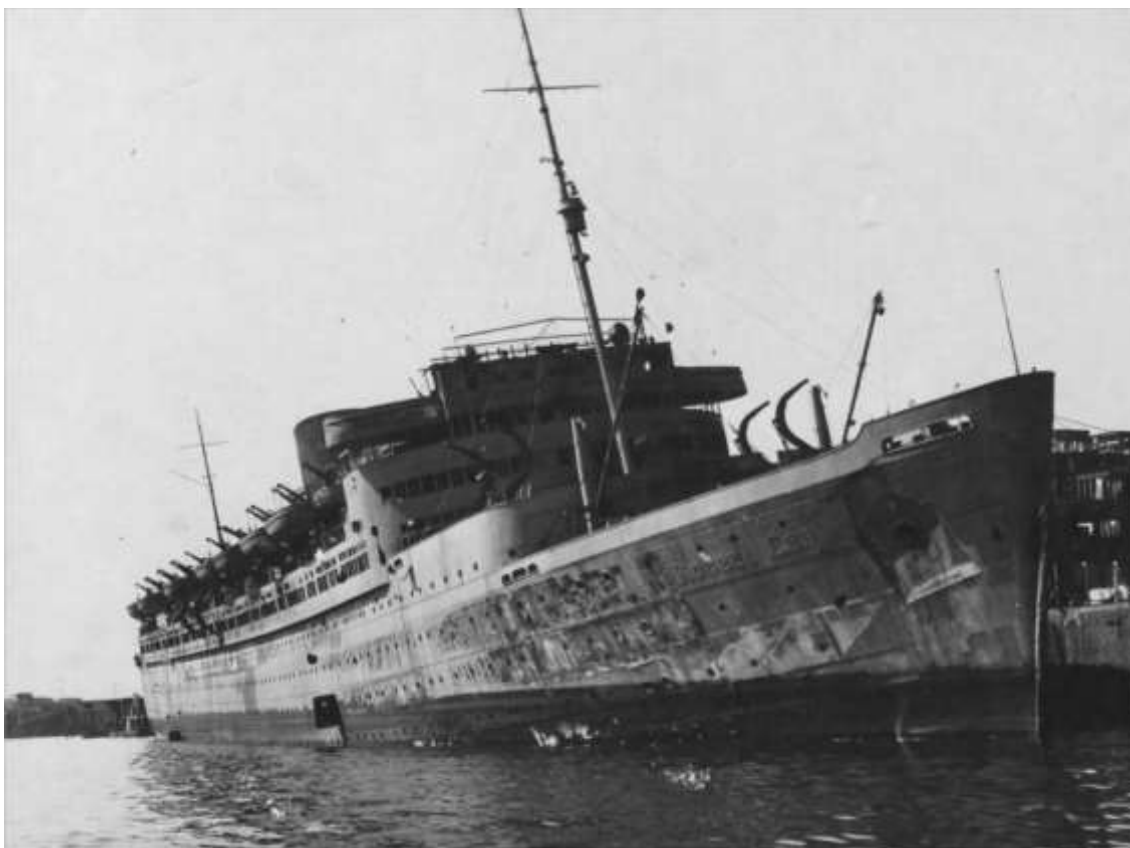
Der opstod ganske store skader rundt omkring i Hamburg, herunder bombeskader i Marinearsenal Tollerort. Også Blohm & Voss blev ramt, hvor en maskinhal brød i brand og MAN motorværkstedet blev ramt. Der opstod ingen skader på den del af værftet, der producerede ubåde. Tyske rapporter meldte også om skader i Altona og Bahrensfeld. Endvidere blev flere faciliteter i havneområdet ramt, herunder lagerhaller og værksteder. Omkring 35 industrialanlæg blev ramt af bomber, herunder Giesserei Michaelsen, der blev totalt ødelagt.

I fabrikken Conz blev en maskinhal ødelagt og 'Wickelei' blev svært beskadiget ligesom værftet fik lettere skader. I fabrikken Berckholz, der fremstillede fyrværkeri, blev tørrerummet til krudt, lager samt flere bygninger totalt ødelagt. Blohm & Voss, Stülken Werft, Motoren GmbH og Reemtsma blev ligeledes ramt af bomber.

Adskillige beboelseshuse blev ramt af bomber ligesom flere banegårde led skader. Banegården Hamburg-Langensfeldt fik svære spor og bygningsskader. Trafikken til Neumünster var lukket i kortere tid. Også banegården Hamburg-Wilhelmsburg fik sporskader og banegården Sternschanze blev ligeledes ramt. Sidstnævnte sted blev jernbanebroen i retning af Holstenstrasse beskadiget.

Flere skibe i havnen blev ramt af bomber. Et af disse var KdF skibet 'Robert Ley' (27.288 BRT), der lå ved Hackmannkai ved Howalds Werke. Det var søsterskib til 'Wilhelm Gustloff' og var oprindeligt tiltænkt som et krydstogtskib for Deutsche Arbeitsfront GmbH, men blev allerede i 1939 omdannet til

Kriegsmarine Lazarettsschiff. Dette holdt dog ikke længe og skibet blev i stedet for beboelsesskib for 1. U-Boots Lehrdivision og senere for 21. U-Bootsflottille. En overgang blev 'Robert Ley' igen omdannet til transporter for sårede, før det i 1944 igen blev beboelsesskib for U-boots Lehrdivision.



*'Robert Ley' på 27.288 brt blev bygget som krydstogskib for Deutsche Arbeitsfront og kom i tjeneste den 24. marts 1939. I maj samme år blev skibet anvendt til at hente dele af Legion Condor hjem fra Spanien og skibet kom aldrig i civil fart. Det blev overtaget af Kriegsmarinen, der anvendte det som beboelsesskib og Verwundetentransporter i Østersøen. (Fold3)*

Klokken 31.30 blev 'Robert Ley' ramt af to sprængbomber og brød i brand. Skibets brandvagt havde søgt tilflugt i et beskyttelsesrum og det varede lidt, før man fandt ud af, at skibet brændte. Først efter 15 minutter blev brandvæsnet tilkaldt, men på dette tidspunkt var det for sent. Hele skibets overbygning stod i flammer. Brandvæsnet rykkede ud med 24 Löschzüge og 20 Löschboote og i løbet af hele natten kæmpede brandfolkene for at redde skibet. Tidligt om morgenen havde man begyndt at få kontrol over ilden, men 'Robert Ley' havde i mellemtiden fået en slagside på 30 grader, hvorfor man klokken 08.28 besluttede at evakuere skibet for brandfolk. Herefter tog branden til igen og fortsatte indtil den 12. marts. Det lykkedes i løbet af natten at få rettet op på skibets slagside ved at fylde ballasttankene.

Der blev indledt en undersøgelse mod brandvagterne, der havde søgt tilflugt i beskyttelsesrummet. Pudsigt nok var det folk, der ikke selv udsatte sig for fare, der anklagede brandvagterne. Det virker ellers ret forståeligt, at man søger tilflugt, når det område, man befinder sig i, bliver bombet med 4.000 lbs blockbusters samt utallige 500 og 1000 lbs sprængbomber.

'Robert Ley' blev igen ramt af bomber under amerikanernes angreb den 20. marts, men på det tidspunkt var skibet blot et udbrændt vrak. I december 1946 blev skibet igen bragt flot og trukket ind til Dock VIII på Blohm & Voss skibsværftet. I januar 1947 blev skibet slæbt til England, hvor det blev hugget op.



*Den 8. marts 1945 blev en 'Getreideheber' ramt af bomber ved Amerikakai.*

Luftwaffeführungsstab Ic opgjorde skaderne for Hamburg således:

Hamburg 21.15-21.40 Uhr, 3 Minenbomben, 1800 Sprengbomben, 3000 Stabbrandbomben.

Mittelschwerer Angriff mit Schwerpunkt auf Altona, Bahrenfeld und Hafengebiet.

Industrieschäden: Nach bisherigen Meldungen etwa 35 Industriebetriebe getroffen, ua Geisserei Michaelsen zerstört.

Fa. Conz: Maschinenhalle zerstört, Wickelei schwer beschädigt, Werft leichte Schäden.

Berckholtz (Feuerwerkei): Trockenraum zur Munitionsfertigung, Lager und mehrere Gebäude zerstört.

Blohm & Voss, Holwaldt Werft, Stülken Weft leicht beschädigt.

Deutsche Werft: Schiffbauhalle schwer beschädigt.

Rhenania-Ossag, Grasbrook: Feuer in Tankgruppe

Motorenwerke GmbH: Mittelschwer beschädigt.

Wehrmachtsanlagen: Robert Ley (Wohnschiff Kriegsmarine Lehrabt): Oberdec, Promenadendeck und A-Deck brennen in ganzer Ausdehnung.

Verkehrsschäden: Bahnhof Hamburg-Langenhof: schwere Gleis- und Gebäudeschäden. Strecke nach Neumünster kurzfristig gesperrt.

Bahnhof Sternschanze: Eisenbahnbrücke Richtung Bhf Holstenstr beschädigt.

Bahnhof Hamburg-Wilhelmsburg: Gleisschäden.



Hochbahnbetriebsbahnhof Barhenfeld: schwer beschädigt. Strecke Hamburg – Kiel gesperrt.  
 S-Bahn Sternbrücke: zerstört.  
 Gebäudeschäden: In den betroffenen Wohnvierteln mittlere Häuserschäden. 86 Häuser zerstört, 70 schwer, 65 mittelschwer, 183 leicht beschädigt.  
 Personenverluste: 55 Gefallene, 82 Verwundete, 43 Verschüttete.



*Adskillige orlogsfartøjer endte under bombardementer i 1945 deres dage i havnen i Hamburg. På billedet ses en minstryger, der er kænret ved Stülcken Werft.*

Seekriegsleitung indførte den 9. marts klokke 08.00 følgende for deres dagbog for angrebet på Hamburg:

'Am 8.3. zw. 21.00 - 22.30 Uhr Abwehr fdl. Kampfflugzeuge durch schwere Flak Nordeney, W'Haven, Cuxhaven, Helgoland und Brunsbüttel. Von 21.23 - 21.50 Uhr durch etwa 150 - 200 Flugzeuge erneuter Luftangriff auf Gross-Hamburg. Nach vorläufiger Schadensmeldung 'Robert Ley' (27288 BRT) durch Bombentreffer in Brand. In Mar.-Arsenal Hamburg-tollerort 2 Art.-Werkstätten, 1 Heizhaus und Fahrbereitschaft Volltreffer. Sonst Glas- und Gebäudeschäden. Motorwerk MAN Treffer, bei Blohm & Voss Brand in Maschinenhalle gelöscht, Howaldwerft und U-Boote keine Schäden'.

Dette blev så den efter dag fulgt op med:

'Zu dem Luftangriff am 8.3. Abends auf Hamburg wird ergänzend gemeldet, dass Angr. durch etwa 200 Flugzeuge erfolgte. 3 minebomben, 1200 Sprengbomben und 3000 Stabbrandbomben abgeworfen. Ausser Industrie- und Verkehrsschäden entstanden im Mar.-Sektor noch folgende Schäden: Spbr. 18 Volltreffer Vorschiff. 1 Mot.-Segler, 1 Getreideheber, 1 Nebelschiff und 1 Trajektfähre schwer besch. 1 Dpfr.-Neubau (9000 BRT), 4 Tankkähne und 1 Schute mittel schwer beschädigt. Deutsche Werft Reiherstieg Schiffbauhalle schwer beschädigt'.

Den mest omfattende rapport over industriskader i Hamburg blev udfærdiget af Werkluftschutz, der dagen efter angrebet sammemfattede skaderne således:

**Blohm & Voss, Hamburg - Steinwärder**

12 Sprengbomben, 1 Blindgänger

Gebäudeschäden:

Schwere Schäden: Maschinenfabrik II, Hallemitte, nördlicher Anbau und südöstliche Ecke zur Centrale II. Holztrockenanlage, Westseite eingestürzt.

Mittl. Schäden: Kohlenbunker Centrale II, LS-Keller EW

Leichte Schäden: An verschiedenen Gebäuden Glas- und Fensterschäden durch Luftdruck.

Helgenanlagen: Helgen X, Ablaufbau Boot 2556 beschädigt.  
Kräne: 75 t Kran in MF II Totalschaden.  
Gleise: Unerbrochen am Steinwärder Ufer.  
Fahrzeuge: Eine Motorspritze sehr schwer beschädigt.  
2 Schuten am Steinwärder Ufer abgesunken.  
Fertigung: U 2556 leichte Splitterschäden.  
Sperrbrecher 18 beschädigt.



*Øverst: Totalt ødelagt bygning på Blohm & Voss værftet i 1945.*

*Nederst: Svært beskadiget bygning på Blohm & Voss værftet. Billedet viser bygning 23 og er taget fra nord.*



*Bygning 8 på  
Blohm & Voss  
set mod nord-  
øst.*

**Conz, Elektrizitätsgesellschaft, Hamburg - Bahrenfeld, Gasstr.**

1 Sprengbombe in die Werkhalle.

Schwere Schäden an Betonkonstruktion.

Stanzerei und Vorrichtungsbau Produktionsstörung; einige Werkzeugmaschinen beschädigt. Umfangreicher Dachschaden, Zerstörung sämtl. Oberlichte in der Haupthalle. Grosser Fensterschaden.

Geringer Brandschaden an der Schadensstelle durch Selbstentzündung, Feuer durch eingene Kräfte und Nachbarschaftshilfe gelöst.

1 Sprengbombe in das freie Gelände - kein Schaden.

1 Sprengbombe in das Eisengusslager - 1/3 des Gebäudes zerstört - grosser Maerialschaden.

Keine Personverluste. Beginn der Produktion wahrscheinlich 13.3.1945.

**Böttcher & Gessner, Hamburg - Bahrenfeld, Gasstr.**

Fabrikationsgebäude durch 1 Sprengbombe schwer beschädigt.

Keine Personenverluste. Produktionsausfall noch nicht zu übersehen.

**L C Oetker Werke, Hamburg - Bahrenfeld, Friesenweg 4**

1 Sprengbombe auf die rechte Ecke des Neubaus.

Lagerraum und Wohnung schwer beschädigt, Raum für LS-Bereitschaftsdienst zerstört. Erheblicher Glass-, Türen und Fensterschaden.

Keine Personenverluste. Keine Produktionsstörungen.

**Weber & Schultz, Hamburg - Bahrenfeld, Gasstr. 4**

4 LZZ ins freie Gelände - bereits entfernt. Dach- und sonstiger Luftdruckschaden grösseren ausmasses. Keine Personenverluste. Prod-Ausfall 3 Tage wegen aufräumungsarbeiten.

**Strassenbahndepot. Hamburg - Bahrenfeld, Bahrenfelder Ch.**

Halle 2 durch Volltreffer zerstört. Mindestens 30 Wagen zerstrümmert.

Keine Personenverluste.

**Engelken Gebrüder & Co, Hamburg - Bahrenfeld, Apenraderstr.**

1 Volltreffer in das Fertiwarenlager - Starke Zerstörungen.

Kein Produktonsausfall - keine Personenverluste.

**Engelken Gebrüder & Co, Hamburg - Bahrenfeld, Schlageterstr.**

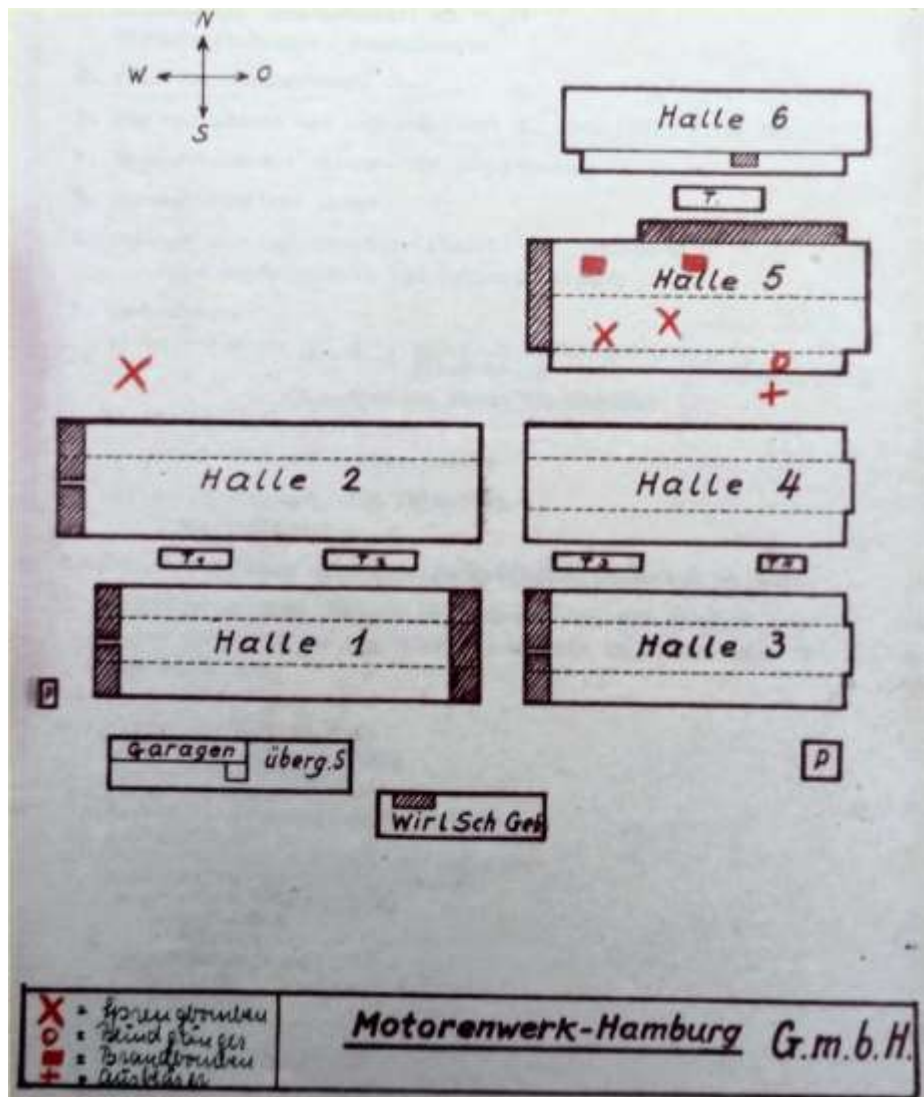
Durch in der Nähe gefallene Sprengbomben leichte Gebäude-, Fenster- und Türschäden. Keine Personenverluste.

**Pharos-Feuerstätten, Hamburg - Bahrenfeld, Friesenweg**

6 Sprengbomben, davon 5 ins freie Gelände.

Fenster-, Türen und Inneneinrichtung mittleren Schaden. Wasserrorhbruch Friesenweg durch Volltreffer. Keine Personenverluste.

Nachtschicht ausgefallen wegen Zerstörung der Verdunklungseinrichtungen.



Kortskitse over bombtræffere på Motorenwerk Hamburg GmbH ved Hachmannkai, der blandt andet fremstillede ubådsmotorer samt dele til lokomotiver og kampvogne. Fabrikken beskæftigede 1900 personer, hvoraf 234 var til stede under bombeangrebet den 8. marts 1945. Ingen personer kom noget til under bombningen.

**Salat- og Majonäsenfabrik Hermann Ofterdinger, Hbg.-Bahrenfeld, Friesenweg.**

1 Volltreffer in das Mittelgebäude (Oellager und Druchgang). Durchgeschlagen bis zum Keller.

2 Tote, 2 Schwerverletzte und 3 Leichtverletzte (Polen)

Kein Produktionsausfall, falls Energiversorgung wieder in Ordnung ist.

**HF & PhF Reemtsma, Hamburg - Bahrenfeld, Luruper Chaussee.**

1 Volltreffer in das Verwaltungsgebäude, erheblicher Glas- und Dachschaden.

Keine Personenverluste - kein Produktionsausfall.

**Elbschloss Brauerei, Hamburg - Nienstedten, Elbchaussee.**

1 volltreffer in die alte Mälzerei - schwer beschädigt. Schwerer Glasschaden am Verwaltungsgebäude und Südhaus.

Keine Personenverluste - kein Produktionsausfall.

**Pressmetall GmbH, Hamburg - Bahrenfeld, Luruper chaussee 125.**

Durch in der Nähe niedergegangene Sprengbombe mittlerer Schaden an Fenster und Verdunklungseinrichtungen.

Keine Schäden an Dächern. Keine Personenverluste - kein Produktonsausfall.

**Howaldtswerke AG, Hamburg 11, Beim alten Waisenhaus 1.**

2 Sprengbomben und 1 blindgänger bezw. LZZ.

Kleine Feuer im Werkstofflager B, Pfahlbau und Halle 7 durch eigene Kräfte gelöscht.

Schiff 'Robert Ley' am Hackmannkai Grossfeuer.  
Personenverluste keine.

**Schlachthof- und Viehmarktverwaltung, Hamburg 6, Kampstrasse**

Deckenkonstruktion im Etagenstall am Zentral-Viehmarkt wahrscheinlich durch Erschütterung durch in der Nähe detonierende Sprengbomben heruntergefallen und 35 Rinder unter sich begraben. Die so fort in Angriff genommenen Bergungsarbeiten dauerten bis 5 Uhr des nächstfolgenden Tages an. Herr Dirr. Stoll leitete diese Arbeiten selbst.

7 Rinder tot (für menschliche Ernährung ungeeignet)

16 Rinder notgeschlachtet und

12 Rinder lebend geborgen.

Sonst Glas- und Gebäudeschäden.

Keine Personenverluste - Prod. geht weiter.

**Oelwerke Julius Schindler, Hamburg - Wilhelmsburg, Brückenstr. 127.**

1 Sprengbombe auf freies Gelände am LS-Bunker.

Hierdurch mittlerer Schaden an Wohngebäuden und Verwaltungsgebäude sowie Glasschäden. Keine Personenverluste.

**H. Schlinck & Cie, Hamburg - Wilhelmsburg, Heinrichstr. 38**

2 - 3 Sprengbomben.

Seifenpulveranlage beschädigt - Handfabrikation läuft, Anfang nächster Woche Aufnahme der Produktion zu 75%.

Zufahrtsgleis zerschlagen. Stromausfall durch Kabelbruch. Sonstige Luftdruckschäden. Keine Personenverluste.



*Ødelagt samlehal på Deutsche Werke i Hamburg. Til venstre i billedet ses et værftets beskyttelsesrum.*

**H C Stülcken Sohn, Hamburg 11, Norderelbstr.**

2 - 3 Sprengbomben - Fabrikationsanlagen wurden nicht betroffen.  
Luftdruckschäden. Keine Personenverluste.

**Chemische Fabrik Billwärder, Hamburg - Billbrook, Billbrookdeich.**

1 Sprengbombe auf Abfallhalle. Leichter Glasschaden.

Keine Produktionsstörungen - keine Personenverluste.

**Hamburger Vollkammerie, Hamburg - Wilhelmsburg, Kanalstr.**

Erhebliche Luftdruckschäden durch Sprengbombeneinschläge zwischen Neuhofer- und Fährstr. Betrieb nicht unmittelbar betroffen. Keine Personenverluste.

**Nordd. Oelmühlenwerke GmbH, Hamburg - Altona, Schlageterstr.**

3 Sprengbomben, davon 1 ins Kesselhaus - total zerstört und 2 in ein mit Gatsch gefüllten Tank gefallen, der Inhalt lief aus un überschwemmte die LS-Keller, der zur WLS-Gemeinschaft gehörenden Firma Wilhelm Fette. Tankgrube wurde durch den einschlag vernichtet.

2 Gebäude leicht und 4 mittelstark beschädigt.

Keine Personenverluste - kein Produktionsausfall.

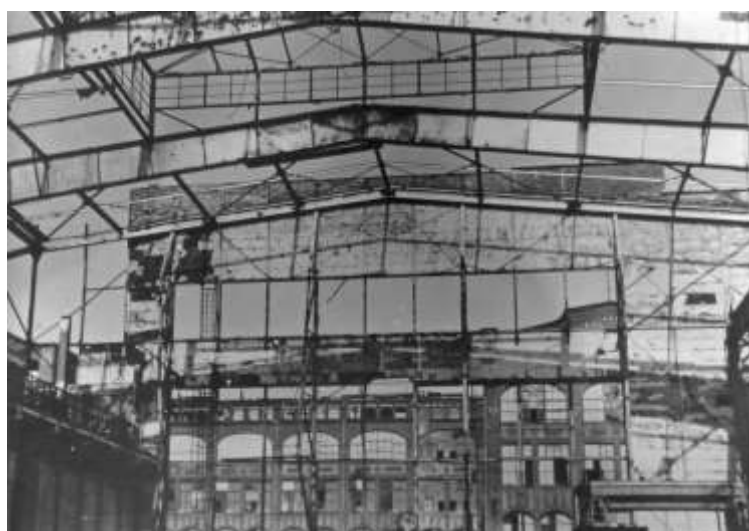
**Rhenania Ossag Mineralölwerke AG, Hamburg 11, Werftstrasse 21**

10 Spreng- und ca. 200 Stabbrandbomben.

Getroffen wurde die SO2-Anlage, die hierdurch im Augenblick ausfällt. Desgl. Treffer aus Werkstrasse. keine Personenverluste.



*Kraftigt beskadiget kobberværksted og samlehal på Deutsche Werke i Hamburg.*



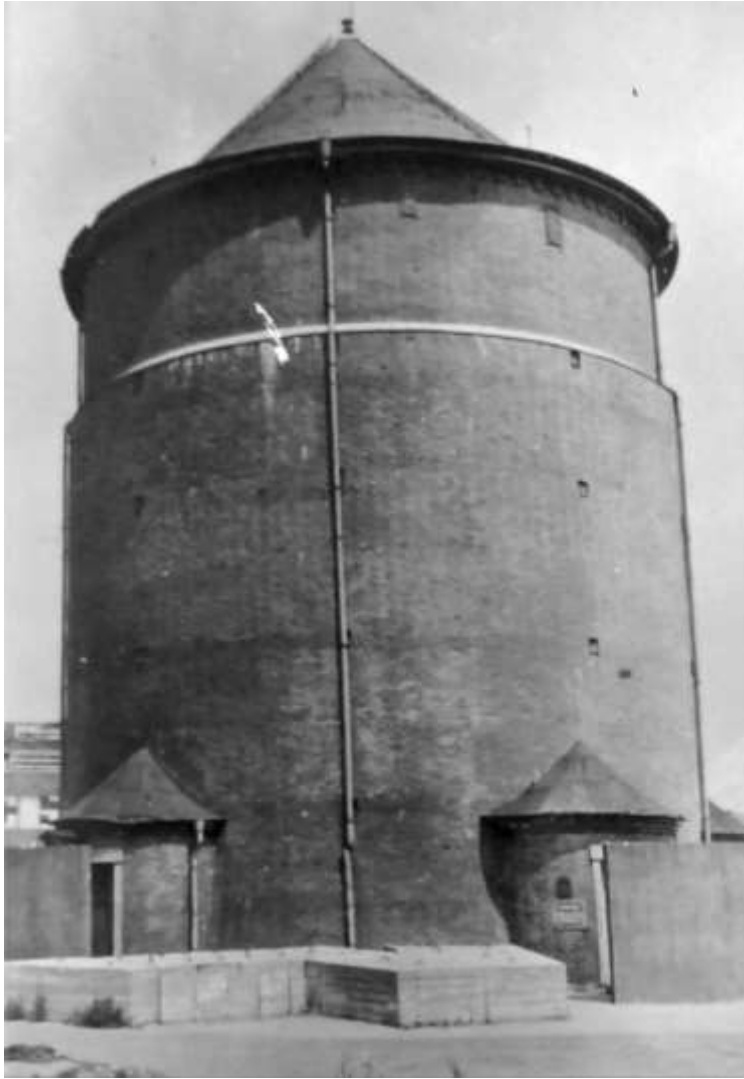
*Ødelagt tag over en af de store haller på Howaldswerke. Glas var et af de første ofre for sprængbomber og maskiner nede i hallen tog herefter skade af vejrliget.*

**Holsatia-Werke KG, Hamburg - Altona, Kruppstrasse**

2 Sprengbomben.

1 Volltreffer in Schälereigebäude - Gebäude selbst eingestürzt. Grosser Maerialschaden. Maschinenschäden scheinbar gering.

1 volltreffer in Russen-Wohnbaracke. Die hier aufgestellten Brandwachen, die sich ausserhalb der Splitterschutzstände aufhielten wurden 3 schwer und 2 leicht verletzt (Russen).



*Bunker på Howalds-  
werke, der både tjente  
som beskyttelsesrum  
til de ansatte og som  
kommandostation for  
værftet under bombe-  
angreb.*

**Deutsche Werft AG, Werk reiherstieg**

- 1 Minenbombe in Schiffsbauhalle, wodurch erheblicher Schaden entstand.
- 1 Sprengbombe in die Ufer-Trinn-Station am Ostkai. Hier wurden die Kabelleitungen durchschlagen.
- 1 Sprengbombe in das Schrottlager ohne Schaden anzurichten.
- Insg. Grosser Glasschaden. Z. Zt. kein Strom. Persoenverluste keine.

**Sägewerke- und Lagergesellschaft, Hamburg - Wilhelsmburg.**

- 1 Sprengbombe - Schnittholzlagerplatz ohne grossen Schaden anzurichten.
- Produktionsausfall keiner - Personenverluste - keine.

**Hermann Michaelsen Eisengiesserei, Hbg-Altona, Beerenweg 3**

- 5 - 6 Sprengbomben.
- Zerstört wurden die Kupel-Ofenschmelzanlage und die Giesshalle. Leicht beschädigt wurden Mech Werkstatt, Büro, Putzerei und Lager.
- Die Kompressorenanlage sowie die Form-Maschinen und die Einrichtung für die Herstellung der Wehrmachtaufträge scheinen in Ordnung gebliegen zu sein.
- Personalverluste sind nicht eingetreten. 1 ital. Arbeiter erlitt eine leichte Verletzung.

**Motor company, Autoreparatur, Hamburg - Altona, Kruppstrasse**

- 3 Sprengbomben auf Rasengelände des Betriebes. Erheblicher Gebäude- und Glasschaden.
- 4 weitere Sprengbomben in unmittelbarer Nähe des Betriebes gefallen. Keine Prod-Unterbrechung - keine Personenverluste.

**J F Müller & Sohn, Hamburg - Walters Hof, griesenwäderdamm**

- Angeblich 1 Minenbombe - Blindgänger oder LZZ (etwa 2 m lang). Polizeiliche Dienststellen wurden benachrichtigt. Keine Personalverluste.

**GWl-Fischwarenfabrik, Hamburg - Altona, Hohenzollernring**

- 1 Sprengbombe, wodurch die Holzsägerei und Hackerei vollkommen zerstört wurden. Sonstiger Gebäude-, Türen- und Fensterschaden. Keine Personenverluste.





*Ødelæggelser på havnen i Hamburg i foråret 1945.*

**Motorenwerk Hamburg, Hamburg 11, Hackmannkai**

1 Volltreffer in Halle 5 - erheblicher Materialschaden. Mehrere kleine Brände wurden mit eigenen Kräften gelöscht. Ausserdem 1 LZZ in Halle 5. Keine Prod-Störung - keine Personenverluste.

**Norddeutsche Leichtmetall- und Kolbenwerke, Hgb-Altona, Friedensalle 138**

An der Werkgrenze 2 Sprengbombeneinschläge. Dadurch erhebliche Glasschäden. Gasausfall. 1 Leichtverletzter (Holländer).



*Ved krigens afslutning var en stor del af den tyske handelsflåde sænket eller alvorligt beskadiget på grund af bombeangreb. (C. Petersen)*

**IGW Berckholtz, Hamburg - Bahrenfeld, Hogenfeldweg 180**

Kunstfeuerwerkerei. Durch Sprengbomben Pulvertrockenräume 1 - 3 explodiert. 50% der Gebäude zerstört. Feuer mit eigenen Kräften gelöscht. Produktionsunterbrechung bis zum 12.3.1945, von dann ab kann beschränkt weitergearbeitet werden. Keine Personenverluste.

**Alfred Gutmann AG, Hamburg - Altona, Völkerstrasse**

1 Sprengbombe und 3 LZZ. Dach der Dreherei durchschlagen, grosses Bohrwerk und andere Maschinen beschädigt. Produktionsunterbrechung 2 Tage. Keine Personenverluste.

**Europäische Tanklager- und Transport AG, Hbg-Finkenwärder, Neuer Petr. Hafen.**

Ca. 115 Sprengbomben, davon 28 Blindgänger bezw LZZ. Voltreffer erhielten:

- Pumpenhaus der Rohoeldestillationsanlage
- Rohrleitungsstrassen
- Tank 15 und 22
- Splitterschutzwände bei Tank 15, Tank 24, Tank 19 sowie am Kesselhaus
- Gleisanlagen
- Verwaltungsgebäude einschl. Werkwohnungen und Werkstrassen.

Verwaltungsgebäude einschl. 3 Werkwohnungen restlos zerstört. Das Pumpenhaus der Rohoeldestillationsanlage zu 40%. Schwere Zerstörungen am Rohrleitungsnetz für Dampf und Oel sowie Wasser.

Tank 22 Restlos zerstört (Inhalt 4.000 cbm)

Tank 15 und Tank 19 - beide schwer beschädigt (Inhalt insg. ca. 1.900 cbm)

Tank 21 und Tank 24 - leichte Beschädigungen (Inhalt je 4.000 cbm)

Tank 46 beschädigt (Inhalt 18.800 cbm)

Werkstrassen zu 30%. Gleisanlagen zu 20% beschädigt. Werkstattengebäude zu 20% zerstört.

Derzeitige Prod-Störung 100% - Personenverluste keine.

**Kali-Transport-Gesellschaft, Hamburg - Wilhelmsburg, Kalikai**

2 Minen- bezw Sprengbomben. 1 hervon traf die Uferbefestigungen, riss diese auf und zerstörte dabei den Geleisunterbau. Die 2. durchslug das Dach des Schuppens A und landete zeitlich den Kratzertrunnels. Es wurde hierbei die Dachbaut und Dachkonstruktion erheblich zerstört. Auch sind umfangreiche Schäden in der Förderbandeinrichtung eingetreten.

Das im Schuppen A befindliche Lagergut, in der Hauptsache leere Eisenfässer und leere Papiersäcke, der Firma Harburger Oelwerke Brinckmann & Mergell gehörend, erlitt einige Schäden.

Die Betriebsfähigkeit der Anlage ist nicht wesentlich vermindert. Die Stromzuführung ist intakt geblieben, ebenso die Greifer- und Bandbrückenanlagen sowie die Förderbandkonstruktion, soweit sie nicht den Schuppen A betreffen.

Werwaltungs-, Kantinen- und Werkstätengebäude erlitten teilweise recht erhebliche Dach-, Fenster- und Türschäden, ohne jedoch dadurch unbewohnbar zu werden.

Derzeitiger Umfang der Prod-Störung gering. Keine Personenverluste.



*Ødelagt eller sænket tonnage i Elben 1945.*

Durch in der Nähe der Werke niedergefallene Sprengbomben entstanden Luftdruckschäden bei folgende Firmen:

- Wollgarnfabrik Tittel & Krüger, Hbg-Bahrenfeld,
- British American tobacco Comp, Hbg-Bahrenfeld, Bahrenfelder Chaussee
- C Plath, Hbg-Bahrenfeld, Bahrenfelder Chaussee
- Barthold Diestel, Hbg-Bahrenfeld, Bahrenfelder Chaussee
- Ad. Strüver, Hamburg 20, Niendorferweg 11
- Gottfried Friedrichs, Hamburg-Altona, Völkerstr.
- Blankenburg & Brunckhorst, Hamburg 26, Wendenstr.
- Gebrüder Kähler, Hamburg-Stellingen, Brüderstr. 8/14
- Möller Oehmichen & Co, Hamburg-Stellingen, Brandestr.
- Raffay & Co, Hamburg-Altona, Gr. Gåartnerstr.
- Heinrich Bösch, Hamburg-Altona, Papenstrasse
- Hanseatische Acetylen- und Gasindustrie, Hbg-Wilhelmsburg,
- Th. Zeise, Hamburg-Altona, Friedensalle
- Nielsen & Bartenwerffer, Hamburg\_Altona, Kruppstrasse

## Minelægning

Samtidig med bombningen af Hamburg havn udlagde Bomber Command også miner i Elben og selve havneområdet. Dette var noget ganske nyt for tyskerne og det gav dem i de følgende dage en hel del problemer.

I to dage var Elben spærret mellem Altonaer Landungsbrücke og Schulau, medens Köhlbrand var lukket i en uge.

No. 4 Group afsendte 10 Halifaxes, hvoraf 9 udlagde deres minelast bestående af 36 stk 1500 lbs miner i 'Very Young Eglantine'. De 10 Halifaxes tilhørte No. 77 Squadron fra RAF Full Sutton og No. 102 Squadron fra RAF Pocklington, der hver sendte fem fly. Et fly vendte om på grund af motorproblemer før det kom over tysk område, hvorfor de kastede deres last af miner over Nordsøen og returnerede til England. Minelægningsflyene fra No. 4 Group gik ind over Hamburg sammen med første bølge.

No. 6 Group afsendte 6 Halifaxes til samme område, som alle kastede deres minelast bestående af ialt 31 stk 1500 lbs miner. Yderligere 5 Halifaxes blev sendt til Rosemary, hvor de udlagde 20 stk 1850 lbs miner.

Rosemary blev også gæstet af 2 Lancasters fra No. 6 Group, der udlagde 12 stk 1850 lbs miner. Young Yams blev besøgt af 7 Lancasters fra No. 6 Group, der udlagde 24 stk 1500 lbs miner og 18 stk 1850 lbs miner. Endelig blev Young Eglantine besøgt af 4 ud af 5 afsendte Lancasters fra No. 6 Group, der udlagde 24 stk 1500 lbs miner. Sammenlagt blev No. 424, 429 og 433 Squadron beordret til at afsende 19 Lancasters på minelægningen. Mere nøjagtigt var minelægningen planlagt således:



*Britiske minelægningsområder*

Rosemary AP 1 og 3 - fem fly fra No. 429 Squadron

- 5 x D 410 Mk VI (Queenie Unit) no settings
- 4 x G 718 Mk VI (Queenie Unit) PDM two each 2 and 4
- 6 x G 706 Mk VI (Queenie Unit) PDM two each 1, 3, 5
- 5 x C 308 Mk VI (Queenie Unit) PDM one each 1, 2, 3, 4, 5

Young Eglantine AP 25 - fem fly fra No. 424 Squadron

- 10 x A 114 Mk IV (no resistance) no settings
- 5 x E 502 Mk IV (no resistance) clocks 1, 2, 3, 4, 5 days
- 15 x B 230 Mk IV (Q- Queenie) clocks set five each 2, 3, 4 days

Young Yams AP 10 - fire fly fra No. 433 Squadron

- 10 x D 406 Mk IV (Q - Queenie) no settings
- 14 x B 230 Mk IV (Q - Queenie) clocks set five at 2, 3, four at 4

Young Yams AP 30 - tre fly fra No. 433 Squadron

- 9x D 410 Mk VI (Queenie unit) no settings
- 9 x G 706 Mk VI (Queenie unit) PDM three each at 3, 4, 5

Rosemary AP 4 - to fly fra No. 433 Squadron

- 3 x B 248 Mk VI (Queenie unit) clocks 2, 3, 4 days
- 5 x D 410 Mk VI (Queenie unit) no settings
- 4 x G 706 Mk VI (Queenie unit) PDM 2, 3, 4, 5

De nøjagtige positioner for udlægningen af minerne var:

Rosemary AP 1	5401'00N 0815'00E	3 Haliaxes No. 429 Sqdn
Rosemary AP 3	5400'00N 0800'00E	2 Haliaxes No. 429 Sqdn
Rosemary AP 4	5356'32N 0754'48E	2 Lancasters No. 433 Sqdn
Young Yams AP 10	5348'32N 0807'28E	4 Lancasters No. 433 Sqdn
Young Yams AP 30	5343'48N 0804'12E	3 Lancasters No. 433 Sqdn
Young Eglantine AP 25	5351'00N 0854'00E	5 Lancasters No. 424 Sqdn

I alt blev der udlagt 115 stk 1500 lbs miner og 50 stk 1850 lbs miner. Tyskerne bjærgede umiddelbart efter nedkastningen 10 miner, hvoraf nogle af dem faldt på land. No. 6 Group rapporterede om luftværns skyts i minelægningsområderne:

'There was slight to moderate heavy flak in barrage form also a little predicted flak at 14/21000 ft (over Hamburg). Some slight heavy flak in barrage form come up from Cuxhaven and 5220N 0835E. Two searchlights were also active at the latter location. There were a few searchlights north and south of the aiming point at Young Eglantine, with flak ships nearby sending up heavy flak. At other A/Ps flak was negligible, some light flak was encountered below stream, moderate searchlight activity was generally ineffective. Three fighter flares were seen in the vicinity of Young Eglantine but no aircraft'.



*Noget nær det værste, der kunne ske for briterne under mineudlægning var, at det lykkedes for tyskerne at bjærge en af minerne, så de i ro og mag kunne studere minens tændmekanismer.*

Følgende besætninger fra No. 4 og 6 Group deltog i nattens minelægning:

**No. 4 Group**

**No. 77 Squadron**

Target Gardening. Route - Base - Whitby - 5500N 0500E - 5500N 0700E - 0820E on track - 5410N 0950E - target - 5320N 1000E - 5320N 0920E - Enemy coast - 5400N 0810E - 5400N 0710E - 5430N 0645E - 5515N 0330E - Whitby - Base.

Mine load: All aircraft carry 4 x 1500 lb Mk. IV mines. Cameras: 20 secs 3° tilt and H2S.

Opposition and general remarks: All aircraft were successful, opposition moderate, no enemy fighters sighted.

Halifax III	ME354	'U'	F/O J M Gaddes	18.40	00.25
			Mines were released at 21.36 hours from 19.000 feet, result satisfactory.		
Halifax III	MZ769	'U'	F/Lt A G Cooke	18.45	00.30
			Mines were released from 19.000 feet at 21.30½ hours. Satisfactory result.		
Halifax III	MZ397	'Y'	F/Lt M I Brunton	18.30	00.15
			Mines were released from 21.31½ hours from 17.800 feet. Satisfactory result.		
Halifax III	MZ695	'S'	F/Lt C E Peters	19.00	00.40
			Mines were released from 21.30½ hours from 18.000 feet. Satisfactory result.		

Halifax III MZ735 'V' F/O D B Hughes 18.35 00.30  
 Mines were released from 21.30 hours from 19.000 feet. Satisfactory result.

**No. 102 Squadron**

Halifax VI PP203 'C' F/Lt W H Russell 18.30 20.12  
 ANORT 4 mines Mk. IV jettisoned safe at 5408N 0159E exploded on impact. ON return was found to have been dropped live. Port inner u/s.

Halifax VI PP209 'D' Cpt K J Rea 18.29 00.17  
 Mines laid by H2S at 2132 hrs. Height 18000' heading 172° T IAS 170 mph. 10/10. 4 veg Mk. IV.

Halifax VI PP186 'P' F/Lt W M Bennett 18.33 00.10  
 Mines laid by red and green stars at 2132 hrs. Height 18000' heading 168° T IAS 170 mph. 5335N 0955E 10/10 ths. 4 Veg Mk. IV.

Halifax VI RG505 'M' F/Lt J M Rewill 18.38 00.14  
 Mines laid visually at 2131 hrs. Height 18000' heading 169° T IAS 165 mph. 5332N 0957E 5/10 cloud. 4 Veg Mk. IV.

Halifax VI PP211 'Q' P/O A G Robertson 18.31 00.12  
 Mines laid by TI's at 2130 hrs. Height 18000' heading 140° T IAS. 218 mph. 6/10 cloud. 4 Veg Mk. IV.

**No. 6 Group**

**No. 424 Squadron**

Operation No. 178 - Mining Heligoland Bight - Mine load - All a/c carried 6 x 1500 lb mines.

Lancaster I ME456 'D' F/O Beckett 18.22 00.03  
 This A/C deposited mines at position 5331.00N 0854.00E from 15.000 ft at 21.37 hrs, heading 134 and IAS 200. 8/10th low cloud with tops at 10.000 ft, visibility good. Engineer made visual check at time of release. All mines dropped as briefed. Orbited target to make recheck on H2S. Good trip and chutes seen to open. Crew brought A/C down safely at base on return.



*Lancaster NG347 fra No. 424 (Tiger) Squadron på RAF Skipton on Swale. Eskadrillen konverterede fra Halifaxes til Lancasters i januar 1945. RCAF var ikke lige så strenge som RAF med at håndhæve reglerne om bemaling af deres fly. NG347 havde en tegning af en afklædt dame under cockpittet og blev i eskadrillen kaldt for Piccadilly Circus efter de prostituerede samme sted.*

Lancaster I RA504 'M' F/O Fache 18.21 00.33  
 This A/C abandoned mission over enemy territory at position 54.00N 08.35E at 21.23 hrs whilst flying at 15.000 ft. H2S was u/s and it was

			impossible to get any response from it. Brought back complete mine load and landed safely at base.		
Lancaster I	NG348	'Q'	P/O Church	18.27	23.52
			This A/C deposited mines at position 53.51N 08.54E at 21.28 hrs from 15.000 ft heading 130 and IAS 199. 8 to 9/10th thin stratus cloud with tops at 9-10.000 ft, visibility good above. Good H2S response. Engineer made visual check of mines leaving A/C and chutes were seen to open. Route and tactics good. Mines dropped as briefed. On return crew brought A/C down safely at base.		
Lancaster I	NG400	'R'	F/Lt Sillers	18.31	23.47
			This A/C deposited mines at position 53.51N 08.54E at 21.26 hrs from 15.000 ft, heading 130 and IAS 199. 5/10th low cloud with tops 5 to 6.000 ft, visibility fair. Mines dropped as briefed and a visual check was made when they left A/C. Period H2S turned on too brief. S/Ls on both sides of area and taking avoiding action on camera gun. Crew brought A/C down safely at base on return.		
Lancaster I	ME458	'T'	S/Ldr Green	18.33	23.57
			This A/C deposited mines at position 53.51N 08.54E at 21.27 hrs from 15.000 feet, heading 130 and IAS 199. 8/10th low cloud with tops at 4.000 ft, visibility good above. Mines dropped as briefed. Good H2S pin points. Visual check of mines leaving A/C. Good effort. Crew brought A/C down safely at base on return.		



*Mineudlægningen i områderne Eglatine, Yams og Rosemary gav de tyske flere typer problemer. Et problem var at få strøget sejlrenderne så hurtigt som muligt, så skibsfarten kunne komme igang igen. Denne skibsfart fandt i foråret 1945 som regel sted om natten med maksimal sikring (alt efter brændstofsituationen), men minestrygningen fandt ofte sted om dagen og her var minestrygerne udsat for faren for luftangreb fra Coastal Command, der havde en Strike Wing, som var i stand til at trænge ind i dette område. (C. Petersen)*

#### **No. 429 Squadron**

Halifax III	NR196	'A'	W/O K L Welb	18.21	00.27
			Hamburg. Attacked primary at 2129 hrs from 18.000 ft heading 170 deg true at 155 IAS. 8/10th cloud, tops 6-8.000 ft, fair visibility. Mined two		



widths of graticule to starboard of green TI's. the markers covered a large area but were well concentrated. Mine load: 1 each

B.234 80373 Mk. IV 1.500 lb (2 days)

B.234 80374 Mk. IV 1.500 lb (3 days)

D.416 80256 Mk. IV 1.500 lb (2 days)

D.416 80058 Mk. IV 1.500 lb (4 days)

Halifax III MZ357 'D'

F/Lt H W MacDonald, DFC

18.15 00.09

Hamburg. Attacked primary at 2126.9 hrs from 17.800 ft heading 167 deg true at 155 IAS. 9/10th cloud, tops 4-5.000 ft thin cloud above. Mined two widths of graticule to starboard of green TI's. If markers were accurate the mining should be good. Target was not seen visually. At 5435N 0001E 2347.3 hrs, 2.000 ft a mass of white lights which looked like a boat lit up, was seen a mile astern. Mine load; 1 each,

B.234 80370 Mk. IV 1.500 lb (2 days)

B.234 80446 Mk. IV 1.500 lb (3 days)

D.416 80062 Mk. IV 1.500 lb (2 days)

D.416 79804 Mk. IV 1.500 lb (4 days)



*Eskorte for et større tysk fartøj. Sikringen består af flere mindre sikringsfartøjer (ministrygere og forpostbåde), der alle anvendte brændstof, som Krigsmarinen ikke havde meget tilbage af. Brændstofsituationen var så alvorlig, at man oplagde oliefyrede fartøjer og indsatte kulfyrede skibe for igen at gå tilbage til oliefyrede skibe efter, at Dortmund-Ems kanalen blev afbrudt og standsede for kulsejladserne fra Ruhrområdet til Nordsøen. (C. Petersen)*

Halifax III MZ823 'E'

S/Ldr H V Peterson, DFC & Bar

18.20 00.18

Hamburg. Attacked primary at 2129 hrs from 16.500 ft heading 220 deg true at 150 IAS. 8/10th cloud, tops 5.000 ft fair visibility. bombed to starboard of green TI's as briefed. Quite a lot of bombing was seen in the marked area. The Master Bomber was heard to direct bombing on the green TI. Skhymarking seemed scattered. A hard raid to assess. Mine load; 1 mine each,

B.234 80124 Mk. IV 1.500 lb (4 days)

B.234 80396 Mk. IV 1.500 lb (4 days)

D.416 80053 Mk. IV 1.500 lb (2 days)

D.416 80040 Mk. IV 1.500 lb (4 days)





*Ministryernes bedste beskyttelse mod Coastal Commands Strike Wings var deres 20 mm flak Vierling (F. Hansen)*

Halifax III	NR230	'H'	P/O D E Williams	18.19	00.36
<p>Hamburg. Attacked primary at 2128.7 hours from 18.000 ft heading 172 deg true at 154 IAS. 5/10th cloud, tops 8.000 ft visibility fair to good. Mined visually as briefed. thw whole area was well lit up by flares and no trouble was experienced in identifying the target. Should be a success. Mine load; 1 each,            B.234 79797 Mk. IV 1.500 lb (4 days)            D.416 80019 Mk. IV 1.500 lb (3 days)            D.416 80010 Mk. IV 1.500 lb (3 days)            D.416 80014 Mk. IV 1.500 lb (3 days)</p>					
Halifax III	LV993	'M'	F/O R P Pike	18.22	00.23
<p>Hamburg. Attacked primary at 2129.5 hrs from 18.000 ft heading 175 deg true at 154 IAS. 5/10th cloud, tops 7.000 visibility good. Mined visually slightly to port of the river junction. TI's were seen about 1½ miles to port. Too early to assess results of attack. A good trip. At 5400N 0710E, 2212 hrs 13.000 ft an amber light was seen at aircraft height about 200-250 yards off port beam. 50 rounds were fired and the light seemed to break into particles and disappear. No claim is made. Mine load: 1 each,            B.234 80462 Mk. IV 1.500 lb (4 days)            D.416 80022 Mk. IV 1.500 lb (2 days)            D.416 80039 Mk. IV 1.500 lb (4 days)            D.416 80045 Mk. IV 1.500 lb (4 days)</p>					
Halifax III	LV967	'R'	F/Lt L C Moffet	18.18	00.21
<p>Hamburg. Attacked primary at 2129.5 hrs from 18.000 ft heading 161 deg true at 154 IAS. 9/10th cloud, tops 6.000 ft good visibility above. Mined width of 2½ graticules to starboard of green TI. A small stretch of clear water was seen on run up, otherwise the target was obscured. Wanganui was scattered and only one ground markers was seen. Master Bomber was clearly heard. this is considered a successful attack. At 5440N 0210E 1934 hrs 2.000 ft a Halifax aircraft was seen 1200 yards to starboard. It dropped astern and jettisoned its bomb load. It then appared to be signalling with a nose lamp and turned and headed slowly for England. Mine load; 1 each            B.234 80381 Mk. IV 1.500 lb (2 days)            B.234 80401 Mk. IV 1.500 lb (3 days)            D.416 79985 Mk. IV 1.500 lb (2 days)            D.416 79972 Mk. IV 1.500 lb (4 days)</p>					
Halifax III	LV941	'V'	S/Ldr H J Hogarth	18.17	00.44
<p>Hamburg. Attacked primary at 2130.1 hrs form 14.000 ft heading 169 deg true at 155 IAS. 6/10th cloud, tops 6.000 ft, very good visibility. Mined visually on ground detail. Docks were seen right after release. Green TI</p>					

was seen 1500 yards to port. A large explosion was seen in the target area. A fair attack. At 5540N 0852E 2152 hrs 12.000 ft a cone of fire was seen circling aircraft about 3.000 ft above. It is believed to have been a jet aircraft. Mine load: 1 each,

B.234 80378 Mk. IV 1.500 lb (2 days)

B.234 80369 Mk. IV 1.500 lb (3 days)

D.416 79982 Mk. IV 1.500 lb (2 days)

D.416 79968 Mk. IV 1.500 lb (4 days)

Halifax III NR194 'X'

F/Lt J E Creeper

18.16 01.17

Hamburg. Attacked primary at 2127.5 hrs from 18.000 ft heading 172 deg true at 155 IAS. 5/10th cloud, tops 10.000 ft good visibility. Canal on right and network of water was in bomb sight when mines were dropped. The run up was good and mines should have landed in the water. 1 mine, D.416 8877 was hung up due to electrical failure and was brought back to base. Mine load; 1 each,

B.234 80323 Mk. IV 1.500 lb (4 days)

D.416 80077 Mk. IV 1.500 lb (3 days)

D.416 80007 Mk. IV 1.500 lb (3 days)

D.416 79977 Mk. IV 1.500 lb (3 days)



*Britisk jordmandskab i færd med at klargøre miner, der skal lægges samme nat. (Theo Boiten)*



*Tyske sikringsfartøjer i færd med at samle sig før nattens sejlads i Nordsøen. (Theo Boiten)*

Halifax III	MZ474	'B'	F/O J L Bron	18.34	23.45
			Mining Elbe. Mines laid at 5400N 0815E at 2128 hrs from 15.000 ft heading 180 deg true at 193 mph TAS. Wind 011 deg at 85 mph. Mines wre released at 540116N 081445E at point 17.9 miles 125 deg from the centre of Heligoland which was identified by means of H2S. 7-8/10th thin cloud, tops 3.000 ft good visibility. A successful attack with no difficulty experienced. Mine load: 1 each, C.308 40882 Q. Res. Mk. VI 1.800 lb D.410 32753 Q. Res. Mk. VI 1.800 lb G.706 17196 Q. Res. Mk. VI 1.800 lb G.706 17201 Q. Res. Mk. VI 1.900 lb		
Halifax III	NR236	'C'	F/O L H Morrison	18.33	23.53
			Mining Elbe. Laid mines at 5401N 0815e at 2133.45 hrs from 15.000 ft heading 185 deg true at 205 TAS. Wing 005 deg at 64 mph. Mines released at 540216N 081445E a point 17.9 miles 125 deg from Heligoland which was identified by H2S. route and tactics were good. Mine load: 1 each C.308 40885 Q. Res. Mk. VI 1.800 lb D.410 32729 Q. Res. Mk. VI 1.800 lb G.706 32048 Q. Res. Mk. VI 1.800 lb G.718 32381 Q. Res. Mk. VI 1.900 lb		
Halifax III	NP946	'S'	F/Lt R K Mitchell DFC	18.35	23.42
			Mining Elbe. Laid mines at 5401N 0815E at 2132.30 hrs from 15.000 ft heading 185 deg true at 199 TAS. wind 007 deg at 80 mph. Some haze below, good visibility. Mines released at 5402.16N 0814.45E a point 17.9 miles 125 deg from Heligoland which was identified by H2S. A good trip. Mine load: 1 each, C.308 40887 Q. Res. Mk. VI 1.800 lb D.410 32754 Q. Res. Mk. VI 1.800 lb G.706 32059 Q. Res. Mk. VI 1.800 lb G.718 32396 Q. Res. Mk. VI 1.900 lb		
Halifax III	NA201	'W'	F/Lt J E Rowe, DFC	18.31	23.38
			Mining Elbe. Laid mines at 5400N 0800E at 2131.30 hrs form 15.000 ft heading 218 deg true at 199 TAS. Wind 240 deg at 60 mph. Clear visibility with a slight haze. Mines were released at 5401N 0800.20E a		

point 12 3/4 miles 157 deg from Heligoland which was identified by H2S.  
 Tactics were very and this attack should be successful. Mine load: 1 each,  
 C.308 48884 Q. Res. Mk. VI 1.800 lb  
 D.410 32748 Q. Res. Mk. VI 1.800 lb  
 G.706 32054 Q. Res. Mk. VI 1.800 lb  
 G.718 32338 Q. Res. Mk. VI 1.900 lb

Halifax III MZ872 'Z'

F/O A D Cook 18.32 23.51  
 Mining Elbe. Laid mines at 5400N 0800E at 2138 hrs from 15.000 ft heading 220 deg true at 190 TAS. No cloud medium visibility. Released mines at 5401.09N 0800.20E on heading 220 deg 12.6 miles 157 deg from Heligoland, which was identified by means of H2S. A good trip. Mine load: 1 each,  
 C.308 40883 Q. Res. Mk. VI 1.800 lb  
 D.410 32743 Q. Res. Mk. VI 1.800 lb  
 G.706 17122 Q. Res. Mk. VI 1.800 lb  
 G.718 32387 Q. Res. Mk. VI 1.900 lb



*Halifax bombmaskine med fire miner.*

**No. 433 Squadron**

Lancaster I	NG232	'H'	F/O W G R Simpson	18.25	23.36
Target Heligoland Bight. Mine load 6 x 1500 lbs Mk. IV mines. Mined at a position 53.48.32N 08.07.28E. H2S bearing and distance from datum. Mines at 21.26.40 hours from 15.000 feet, heading 185T, speed 202. Light haze to 3.000 feet, visibility above good. Good trip, route and tactics OK. No difficulties.					
Lancaster I	ME375	'D'	F/Lt D S Rogers	18.28	23.42
Target Heligoland Bight. Mine load 6 x 1500 lbs Mk. IV mines. Mined at a position 534832N 080728E. H2S bearing and distance from datum. Mind at 212818 hours from 15000 feet, heading 183T, speed 199 IAS. Clear, no cloud, visibility unlimited. Good trip, route and tacts OK, met perfect. No difficulties.					
Lancaster I	PB901	'F'	F/Lt E R Smith	18.20	23.48
Target Heligoland Bight. Mine load 6 x 1500 lbs Mk. IV mines. Mined at a position 53.48.32N 08.07.28E. H2S bearing and distance from datum. Released one mine at 21.30 hours from 15.000 feet, heading 193T, speed 198 IAS and the remaining mines at 21.35.30 hours from 15.000 feet, heading 193T, speed 198 IAS. Clear, some haze to about 2000 feet, visibility good. Good trip, met OK, good route and tactics. No difficulties.					

			Five mines hung up on first attempt, made orbit to port and carried out second run.		
Lancaster I	NN799	'J'	F/O R E Johnstone	18.26	23.35
			Target Heligoland Bight. Mine load 6 x 1850 lbs Mk. VI mines. Mined at a position 53.56.32N 07.54.48E. H2S bearing and distance from datum. Mined at 21.27.34 hours from 15.000 feet, heading 220T, speed 205 IAS. Some haze, nil could, visibility good. Good trip, route and tactis OK. No difficulties.		
Lancaster I	NG459	'K'	F/O G Walton	18.24	23.33
			Target Heligoland Bight. Mine load 6 x 1500 lbs Mk. IV mines. Mined at a position 53.48.32N 08.07.28E. H2S bearing and distance form W tip Wangerooge Island, Mined at 21.20 hours from 15.000 feet, heading 185T, speed 198. 2/10ths very low stratus, tops 1000 feet, visibility good. good trip, tactics and route OK, met good. No difficulties.		



*Ingen tyske handelsfartøjer sejlede i 1945 alene eller uden, at der var minestrøget op til flere gange på den sejlroute, som de skulle følge. (Theo Boiten)*

Lancaster I	RA506	'O'	F/Lt R W Paterson	18.29	00.02
			Target Heligoland Bight. Mine load 6 x 1850 lbs Mk. VI mines. Mined at a position 53.43.48N 08.04.12E. H2S bearing and distance from datum. Mined at 21.28.36 hours from 15,000 feet, heading 185T, speed 199 IAS. Clear, patchy low cloud 5/10ths, visibility good. Good trip, met OK, route and tactics OK. No difficulties.		
Lancaster I	RA518	'S'	P/O H E Batty	18.30	23.51
			Target Heligoland Bight. Mine load 6 x 1850 lbs Mk. VI mines. Mined at a position 53.43.48N 08.04.12E. H2S bearing and distance from datum. Mined at 21.27.08 hours from 15.000 feet, heading 185T, speed 199 IAS. 3/10ths low stratus, tops 4000 feet, visibility good. Good trip, route and tactis OK. No congestion in stream, no difficulties. F24 photo while in steep turn.		
Lancaster I	NG498	'T'	F/Lt J P Brown	18.23	23.38
			Target Heligoland Bight. Mine load 6 x 1850 lbs Mk. VI mines. Mined at a position 53.56.32N 07.54.48E. H2S bearing and distance from datum. Mined at 21.30.14 hours from 15.000 feet, heading 220T, speed 199. Clear, visibility good, some low haze, thin layer broken stratus, tops 4.000 feet. F24 at release but not straight and level, avoiding flak. Good trip, route and tactics OK, met OK, though not as briefed. No difficulties.		

Lancaster I ME457 'U' F/Lt R W Andres 18.22 23.50  
 Target Heligoland Bight. Mine load 6 x 1850 lbs Mk. VI mines. Mined at a position 53.43.48N 08.04.12E. H2S bearing and distance from datum. Mined at 21.30 hours from 15.000 feet, heading 185T, speed 199. 9/10ths thin stratus, tops 4/5.000 feet, visibility good. F24 at time of release. Very successful trip, route and tactics OK.

## Siren tour

Efter angrebene mod Kassel og Hamburg afsendtes 5 Mosquitoes fra No. 8 Group for at bombe Osnabrück, Hannover og Bremen fra 26.000 fods højde. Dette blev gjort for at fremkalde fornyet luftalarm og forvirre det tyske luftforsvar. Denne type mission blev kaldt for Siren Tour, men det var også en træningstur for nye besætninger.

Ruten for nattens Siren tour var som følger: Base - Cambridge - Hastings - 5030N 0135E - 5040N 0420E - 5150N 0550E - Smolt - Eel - 5235N 1000E - Salmon - 5255 0830E - 5255N 0650E - 5320N 0550E - 5300 0100E - Base.

Bombningen blev foretaget mellem klokken 22.13 og 22.54. Fire Mosquitoes bombede ved hjælp af H2S radar Osnabrück med 5 stk 500 MC og Hannover med 5 stk 500 MC samt Bremen med 6 stk 500 MC. Det sidste fly havde problemer med H2S og kastede hele sin bombelast bestående af 4 stk 500 MC over Bremen ved hjælp af Gee. Mosquitoerne var ikke udsat for nogen form for reaktion fra tysk side. De så ingen natjagere eller beskydning fra luftværnsskyts.

I Osnabrück rapporterede det stedlige politi, at der var kastet seks sprængbomber i yderkvarterne, der ud over markskader kun havde forårsaget mindre skader.

I Bremen beskrev det lokale politi angrebet som værende et forstyrrelsesangreb (Störangriff), hvor der var blevet kastet to bomber, der havde beskadiget nogle beboelseshuse samt våbenværkstedet for byens Schutzpolizei. Sidstnævnte sted blev beskadiget i mellemsvær grad. Fem personer blev lettere sårede under angrebet.

### No. 139 Squadron

All three aircraft completed tour successfully. Four bombs were dropped on each target by H2S. Weather 10/10 - 12.000 feet. No flak, searchlights or fighters were seen on any target. Nothing seen on any target.

Mosquito XVI	MM219	F/Lt D G Taylor, DFC & F/Lt C A S Drew, DFC	20.10	00.10
Mosquito XX	KB217	F/Lt T G Smith & F/O A E Shearer	20.10	00.15
Mosquito XX	KB193	S/Ldr K M Sewell, DFC & F/Lt L Kerr, DFC	20.10	00.20

### No. 162 Squadron

Mosquito 25	KB407	F/Lt H V Bland & F/Lt F Layton	20.07	23.50
Siren tour on Osnabruck, Hanover and Bremen. Targets attacked at 2231.99 hrs from 26.000 with 4 x 500 lb MC. Nothing seen. Cloud 10/10s thick. tops 15.000 ft. Visibility good. Successful sortie.				
Mosquito 25	KB214	F/O B Connor, DFC & F/Sgt B Chappell	20.06	00.11
Siren tour on Osnabruck, Hanover and Bremen. Osnabruck attacked at 2213.45 from 26.000 ft with 1 x 500 MC, Hanover attacked at 2229.49 from 26.000 ft with 1 x 500 lb MC, Bremen attacked at 2249.12 from 26.000 ft with 2 x 500 lb MC. Nothing seen at each target. Clouds 10/10ths low stratus. Visibility good at all targets. Successful sortie.				

## Natjagerne

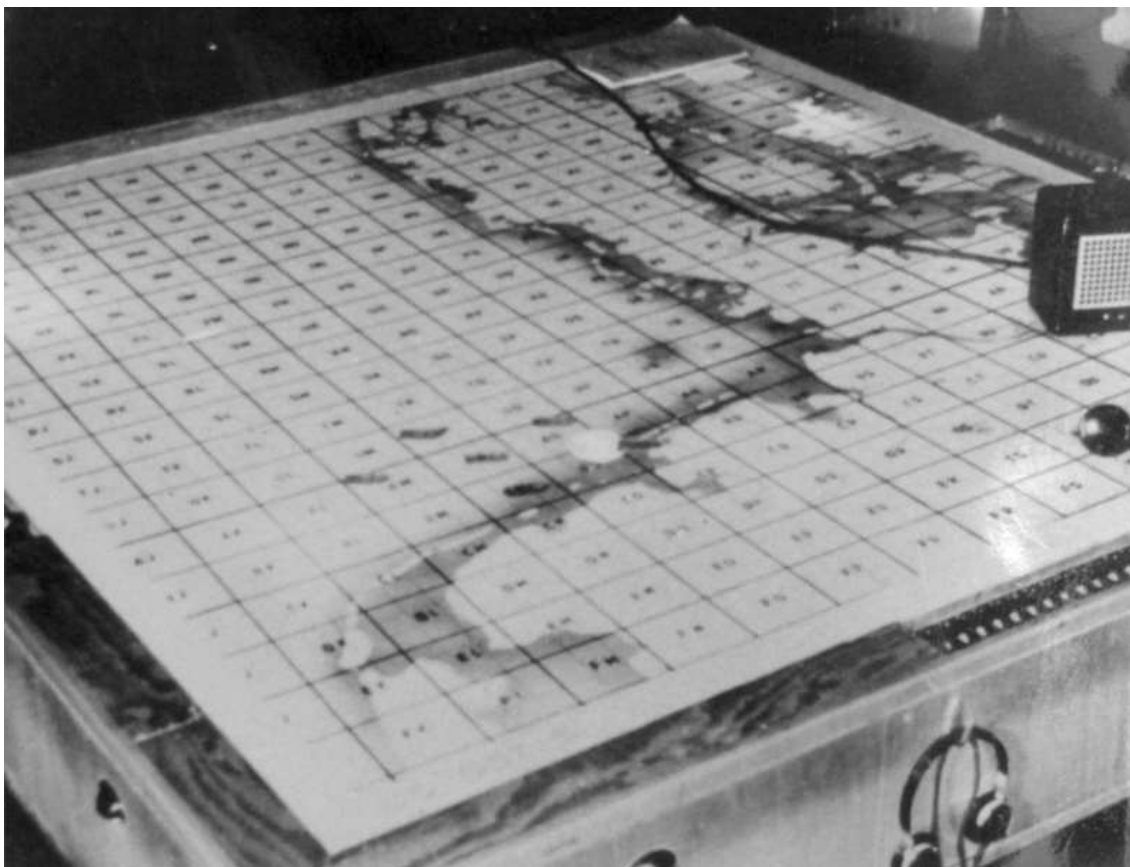
I løbet af aftenen og natten mellem den 8. og 9. marts 1945 udførte No. 100 Group en række High og Low Level Intruder missioner. High Level havde til opgave at beskytte strømmen af bombefly i at blive infiltreret af tyske natjagere, hvorfor man afsendte Mosquitoes, der havde til opgave at flyve foran bombestrømmen og opsøge tyske jagerfly før de nåede bombestrømmen. Andre Mosquitoes havde til opgave at afpatruljere venteområderne for tyske natjagere ved udpegede radiofyre, hvor man af erfaring vidste, at Luftwaffe ville samle sig. Endelig havde nogle af High Level Intruderne ordre til at flyve nærstøtte til bombeflyene og fulgte disse på tæt hold langs grænserne for bombestrømmen. Når denne type støtte blev udført, kontaktede natjagerbesætningerne bombestrømmen først inden de nærmede sig bombeflyene. Skytterne på britiske bombefly havde for vane at beskyde alle tomotorede fly, der nærmede sig bombeflyene.

Low Level Intruder blev ligeledes udført af Mosquitoes, men disse havde til opgave at afpatruljere de tyske flyvepladser, hvorfra man formodede at de tyske natjagere ville operere fra. No. 23 og 515 Squadron opererede med radar af typen AI Mk. XV (ASH), hvormed de kunne opdage de tyske natjagere under start og landing. Low Level Intruderne havde en bestemt tidsramme, hvor de skulle afpatruljere deres tildelte område, men når dette tidsrum var afsluttet, havde de tilladelse til at angribe mål på jorden,

hvilket i de fleste tilfælde ville sig lys i form af biler eller tog. Low Level Intrudere havde også tilladelse til at beskyde de flyvepladser, som de afpatuljerede.

24 Mosquitoes fra No. 100 Group startede for at flyve High Level Intruder i løbet af aftenen. To af Mosquitoerne fra No. 157 Squadron gennemførte ikke togtet. Den ene fordi den kunstige horisont ikke virkede og den anden på grund af flere tekniske problemer, såsom at der ikke var tryk på droptankene samt at gyroen og reflektorsigtet ikke virkede. De 24 Mosquitoes kom fra:

No. 157 Squadron	5 Mosquitoes
No. 85 Squadron	4 Mosquitoes
No. 169 Squadron	4 Mosquitoes
No. 239 Squadron	6 Mosquitoes
No. 141 Squadron	4 Mosquitoes
BSDU	1 Mosquito



*Klotsche Auswertetisch for Deutsche Bucht i 2. Jagddivisions operationsrum i Stade. (Ibel)*

F/Lt I A Dobie og W/O A R Grimstone var besætningen ombord på Mosquito MV555 'C' fra No. 85 Squadron, der var startet fra RAF Swannington for at eskortere bombeflyene til Kassel. De var den eneste Mosquitobesætning, der denne nat kom i luftkamp med en tysk natjager. Deres rapport lød:

'Airborne Swannington 19.50 hours, down 23.59 hours. On patrol 21.00 hours, off 21.32 hours.

21.42 hours Kassel target area 20.000 feet. AI contact. Range 3 miles, 11 o'clock 20 degs. Chased on a northerly course. Turning on to a vector of 300 degs. Obtained visual after 15 minutes. Closed to 200 ft to identify positively as a Ju 188 from large span and pointed wing tips.

Dropped back dead astern range 600 ft. Fired a 3 second burst from which a bright explosion on starboard engine resulted. Fired a further short burst resulting in a similar explosion in starboard engine from which debris was thrown back. Enemy aircraft banked to port apparently not seriously damaged so a third longish burst was fired. Again from dead astern, and this caused the starboard engine to catch fire. The enemy aircraft then dived away to starboard with engine burning fiercely. A few seconds later the whole aircraft caught fire and spiralled to earth where it was seen to burn for some minutes. Time 22.04 hours. Hagen area. Weather: No cloud, some haze good vis. Claim 1 Ju 188 destroyed. Camera exposed automatically. S/C for base 22.10'.

Dobie og Grimstones makkerpar skulle ikke vare ved ret meget længere. Natten mellem den 14. og 15. marts var de på en mission til området ved Schweinfurt. Da de krydsede frontlinien blev de beskudt af amerikansk luftværnsskyts og styrtede ned 15 km vest for Koblenz. Dobie slap uskadt fra sit faldskærmspring og kom i kontakt med de amerikanske styrker i området, men W/O Grimstone fandt man omkring 50 meter fra vraget af Mosquitoen (Mosquito NF30 MV541 kodet VY-B) med en delvis forbrændt faldskærm. Arthur Reginald Grimstone havde fået tildelt et DFM efter afslutningen på hans første tour med No. 85 Squadron i 1943.

F/Lt M Strather og F/O E Dales fra No. 239 Squadron var på patrulje til Hamburg, hvor de fik en radarkontakt, der var hurtigere end dem selv. De fløj Mosquito 'U' NT329 med AI Mk X og Monica og var startet klokken 19.55 fra RAF West Raynham. Deres rapport om episoden over Hamburg lyder:

'Hamburg (30 miles north) 22.02 hrs 16.000 ft Mk X contact head on range 2½ miles, same height. Converted to ahead on at 12.000 ft and chased full out on a heading of 030 degs for 4-5 mins without closing appreciably.

Contact then turned port and started to lose height and Mosquito chased down to 14.000 ft closing to 7.000 ft range. Contact then straightened up and turned starboard and commenced weaving followed by a very hard port turn which was followed. The range being closed to 4.000 ft. Contact then peeled off to port with range opening to 2 miles. Contact again straightened out at 10.000 ft range and since it was obvious Mosquito could not close the chase was abandoned at about 22.24 hrs'.



*Operationsrummet for 2. Jagddivision i Stade. Øverst ses opholdspladserne for lav- og højfrekvens overvågningen. Herunder etagen med de tre plotteborde (Klotsche-Tische) for Flum-Bedarfsträger. Forrest til venstre ses plads for Funkhorchdienst og til højre Klotche bordene med projektører (Lichtspucker) til at vise symboler på det store glaskort bag ved fotografen. (Ibel)*

No. 100 Group afsendte følgende Mosquitoes på High Level Intruder Patrols:

**No. 157 Squadron**

Mosquito XIX	TA391 'N'	S/Ldr R D Doleman, DFC & F/O G T Lang	19.34	23.30
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High Level Intruder. Hamburg area - uneventful. In Pellworm 2107 hrs 14.500 ft. Out Westerhever 2218 hrs 17000 ft. On patrol 2107 hrs off 2144 hrs U/E. Weather patchy low cloud mod vis above. Flak in the form of tracker experienced on leaving target NNNW Hamburg. Very accurate for height at 18.000 ft. Radar on 07E 2050 hrs off base 2325 hrs.



Mosquito NF 30	NT364	'K'	W/O J S Rawley & F/Sgt C K Nicoll	19.38	23.23	High Level Intruder. Hamburg area - uneventful. In Pelloworn 2109 hrs 22.000 ft. Out N Egmond 2240 hrs 10.000 ft. On patrol 2105 hrs off 2145 hrs U/E. 2135 hrs Hamburg target. Sighted A/C on fire losing height on westerly course crashed on ground and exploded 2138 hrs. Four/five miles S of target 30/40 fires started up 7/10 minutes before marking commenced thought to be decoys. Beacon at Hornum flash KA. Radar on 0600E at 2050 hrs off base 2320 hrs.
Mosquito NF 30	NT374	'I'	W/O W Wolley & W/O J Barrie	19.27	23.15	High Level Intruder. Hamburg area - uneventful. In Pellworm 2104 hrs 2200 ft. Out S Cuxhaven 2201 hrs 2000 ft. On patrol 2104 hrs off 2142 hrs U/E. Weather at target 10/10 low cloud good vis above. Radar on 06E 2035 hrs off base 2310 hrs.
Mosquito NF 30	NT369	'A'	W/O D Taylor & F/Sgt S Radford	19.39	21.39	High Level Intruder. Hamburg. Early return. Trouble with fuel system. Sortie abandoned at 2045 hrs 5358N 0602E at 22000 ft owing to faulty fuel supply system.
Mosquito NF 30	NT319	'V'	F/Lt H Kelway & F/Sgt M Bell	19.40	20.01	High Level Intruder. Hamburg. Sortie abandoned. Instrument failure. Sortie abandoned due to failure of artificial horizon at english coast 1950 hrs.
<b>No. 85 Squadron</b>						
Mosquito NF 30	MV523	'H'	Maj T Weisteen, DFC & Maj L Lovestad, DFC	19.50	00.05	Bomber Support Kassel. On patrol 2057 hrs off 2225 hrs U/e. Contacts on bombers indentified visually in target area bomber stream clearly observed below. Meagre flak in target area. Bombing at Kassel wide spread but area well ablaze. Weather patchy low stratus good vis above. Radar on Egmond 2033 off at Le Touquet where scanner went u/s at 2315.
Mosquito NF 30	MV555	'C'	F/Lt I A Dobie & W/O A R Grimstone	19.30	23.55	Bomber Support Kassel. Ju 188 destroyed near Hagen. In Egmond 2033 hrs 20000 ft. Out C Griz 2305 hrs 11000 ft. On patrol 2100 hrs off 2132 hrs. 2142 hrs Kassel target area 20000 ft. AI contact. Range 3 miles, 11 o'clock 20 degs. chased on a northerly course, turning on to a vector of 300 degs. Obtained visual after 15 minutes. Closed to 200 ft to identify positively as a Ju 188 from large span and pointed wing tips. Dropped back dead astern range 600 ft. Fired a 3 second burst from which a bright explosion on starboard engine resulted, fired a further short burst resulting in a similar explosion in starboard eninge from which debris was thrown back. E/A banked to port apparantly not seriously damaged so a third lonigish burst was fired. Again from dead astern and this caused the starboard engine to catch fire. the E/A then dived away to starboard with engine burning fiercely. A few seconds later the whole A/C caught fire and spiralled to earth where it was seen to burn for some minutes. time 2204 hrs. hagen area. Weather. No cloud, some haze good vis. Claim 1 Ju 188 destroyed. Camera exposed automatically. S/C for base 2210.
Mosquito NF 30	MM557	'Q'	F/Lt F D Win & F/O T P Ryan	19.43	23.53	High level close support, with the stream, in the Kassel area for the Bomber command attack on that city. Patrol was uneventful. In N Egmond 2025 hrs 15000 ft. Out Nez Griz 2309 hrs 13.000 ft. Three contacts on AI all identified visually as friendly 2 bombers and a Mosquito 2040 hrs. Chased for 10 minutes before identifying as Mosquito believed to be one of PFF force bound for Berlin. Prang at Kassel appeared successful with several very large fires. Weather low 8/10 cloud at 9000 ft at target. Radar Egmond 2030 hrs . Off base 2350 hrs.
Mosquito NF 30	234	'N'	S/Ldr H A G Smith & F/Sgt R Hamilton	19.42	23.43	High level close support of the Bomber Command stream in an attack on Kassel. Patrol was uneventful. On parol 2055 hrs off 2202 hrs u/e. 2055 hrs AI contact converted to visual on Liberator 5205N 0745E. Widespread bombing at Kassel. weather very low patchy cloud good vis above. Radar on 06 degs E 2030 off base 2340 hs.



*Operationsrummet i 2. Jagddivision blev benævnt Kampfraum og nederst i billedet ses divisionskommandørens plads. Bag ved ham ses to rækker for Jägerleit-Offiziere (jagerkontrol officerer). Næste række til venstre rummer vagthavende officers arbejdsplads (OvD) og til højre for ham har Geschwader Einsatzleiteren plads. Den trappelignende plads bag ved disse blev anvendt af den fotograf, der skulle affotografere det store plottkort i rummet og kontoret med vindue ud til Kampfraum var Ingenieur Stand, hvor den ansvarlige for det tekniske system i salen opholdt sig. (Ibel)*

**No. 169 Squadron**

Mosquito XIXVI 635 F/Sgt D S Waite & W/O A E Wigzell 19.55 00.05  
 Bomber Support. High level Mk. X patrol Kassel in support of bombers. Uneventful. In 2045 hr out 2315 hr. Contacted Bomber stream at 5205N 0730E 2100 hr 20.000 ft escort patrol carried out uneventfully, No B/A contact. Attack on Kassel seemed concentrated and effective and glare of fire seen from 100 mile. Flare reflected on Hamburg seen from about 100 mile. Slight heavy Flak in T/A.

Mosquito XIXVI 676 F/O R Catterall, DFC & Sgt D J Beadle 19.45 00.15  
 High level Mk. X patrol Kassel in support of bombers. Uneventful patrol. Clear across North Sea 10/10th strata cu from Zuider Zee to 6/7/10th in actual T/A visibility very good, some cirrus between 18-20000 ft. In 2030 hr out 2326 hrs. No contacts apart from friendly aircraft contacted bomber stream at 5205N 0745E 2100 hrs 20.000 ft. Whole town of Kassel appeared to be alight. Glare seen from about 60 miles. Attack on Hannover seen reflected glow of fire seen on cloud. Considerable Monica jamming SE of Ruhr.

Mosquito XIXVI 641 P/O L W Turner, DFC & F/Lt J R Wheldon 19.50 23.50  
 High level Mk. X patrol Kassel in support of bombers. Uneventful patrol. In 2035 hrs. out 2310 hrs. Completed uneventful patrol. Bomber stream contacted 5205N 0745E at 2105 hrs. Apart from chase of Fortress in Kassel area between 2150 and 2200 hrs no enemy contacts. Fortress flying straight and level at 24000 ft and in northerly direction visual obtained. Attack on Kassel clearly seen and wide spread fires flare seen 100 miles away. Fires seen and pranging in progress from a distance of about 80 miles. Certain amount of jamming on Monica VI from Ruhr area on way from T/A.

Mosquito XIXVI 635 F/Sgt D P Williams & F/Sgt K Rhoden 19.50 00.15  
 High level Mk. X patrol Kassel in support of bombers. Uneventful patrol. In 2041 hr out 2325 hr. Completed uneventful patrol contacted bomber stream at 5205N 0730E 2041 hrs 20000 ft. No contacts apart from friendly bomber. Attack on Kassel considered concentrated and many fires. Attack on Hannover seen and large glow reflected on cloud.

**No. 239 Squadron**

Mosquito NF 30 NT313 'E' W/O D B Brotchie & F/Sgt J J Ferguson 19.55 00.10  
 AI Mark X Raid Hamburg. Fairly clear to 0400E then 8/10ths strata cu tops 8000 ft alto stratus at 16.000 ft 0830E 10/10 strata cu. Tops 8000 ft vis fair. In 2120 hrs out 2235 hrs. On patrol from 2144 to 2214 hrs. Radar switched on at 5420N 0600E 2058 hrs 16.000 ft. Radar switched off at 5335N 0300E 2340 hrs 16.000 ft. No hostile contacts. Patrol carried out uneventfully. Hamburg 2140 hrs 18.000 ft Numerous bomb bursts reflection on clouds and large red glow after bombing had ended. No type F seen. No commentary seen.

Mosquito NF 30 NT315 F/O A E Churches & F/Sgt D A Moore 19.50 23.40  
 AI Mark X Raid Hamburg. No cloud until Heligoland area then building up to 10/10ths in target area tops 8.000 ft. In 2122 hrs out 2235 hrs. On patrol from 2144 to 2214 hrs. Radar switched on at 0600 2100 16.000 ft. No Hostile contacts. No type F seen no commentary.

Mosquito NF 30 NT361 F/O C Rhind & F/Lt R G C Follis 19.55 23.40  
 AI Mark X Raid Hamburg. In 2115 hrs. Out 2220 hrs. On patrol from 2144 hrs to 2214 hrs. Radar switched on at 0600 2100 16.000 ft. No hostile contacts. No type F. No commentary. Hamburg 2130 - 2214 16.000 ft. Moderate glow of fires seen through cloud.

Mosquito NF 30 NT318 F/Lt F N E Willey & F/Sgt E Boothe stone 19.55 00.01  
 AI Mark X Raid Hamburg. In 2127 hrs out 2240 hrs. On patrol from 2144 to 2220 hrs. Radar switched on at 5420N 0600E 2003 hrs. 16.000 ft. Off at base. Numerous contacts on bomber stream. Patrol carried out uneventfully. No type F seen. No commentary heard.

Mosquito NF 30 NT277 F/Lt F A Wimbush & F/O R H Fraser 19.55 23.30  
 AI Mark X Raid Hamburg. In 2128 hrs. Out 2220 hrs. On patrol from 2144 to 2214 hrs. Radar switched on at 0600E 2100 18.000 ft. No hostile contacts. One type F seen NW of Hamburg. 2200 18.000 ft. No commentary. Hamburg 2150 18.000 ft. Glow of fires seen on clouds,

but not possible to assess results. 0600E 2100 18.000 ft Monica u/s when switched on and remained u/s throughout remainder of sortie.

Mosquito NF 30 NT329 'U' F/Lt M Stather & F/O E Dales 19.55 23.55  
 AI Mark X Raid Hamburg. In 2126 hrs out 2235 hrs. On patrol from 2144 to 2225 hrs. Radar switched on at 0600E 2100 16.000 ft. Hamburg (30 miles north) 2202 hrs 16.000 ft Mk X contact head on range 2½ miles, same height. Converted to ahead on at 12.000 ft and chased full out on a heading of 030 degs for 4-5 mins without closing appreciably. Contact then turned port and started to lose height and Mos chased down to 14.000 ft closing to 7.000 ft range. Contact then straightened up and turned stbd and commenced weaving followed by a very hard port turn which was followed the range being closed to 4.000 ft. Contact then peeled off to port with range opening to 2 miles. Contact again straightened out at 10.000 ft range and since it was obvious Mos could not close the chase was abandoned at about 2224 hrs.



*Styringsledet i Kampfraum. Øverst i billedet ses Jäger Task-Führg og neden under til venstre befinder Flak-Führung sig. Ved siden af ham sidder Jagdführung og bag ved denne ses arbejdskort og kommunikationsudstyr til natjagernes beredskab. (Ibel)*

**No. 141 Squadron**

Mosquito VI PZ165 'S' F/O J A H Edwards & F/Sgt A C Pynn 19.35 00.35  
 ASH & AI patrol to Kassel. Crossed in at 20.33 hours. Patrol uneventful. Crossed out at 23.41 hours. Weather: 9/10 SC tops 6500' in patrol area. Vis good. In 2033 hrs out 2341 hrs. On patrol from 2125 to 2217 hrs. Radar switched on at 5215N 0602E ht 12.000 ft. Radar switched off over base. No hostile contacts. Patrol completed uneventfully. 10 miles N of Egmond 2033 hrs 12.000 ft white revolving beacon 5215N 0555E 2050 hrs 12.000 ft. White revolving beacon with another white flashing beacon 1/2 miles E flashing to two dashes.

			Kassel 2217 hrs 10.000 ft. Several good fires seen in NE part of town with small scattered fires in centre of target area. No type F seen. No commentary heard.
Mosquito VI	PZ227 'N'	P/O R N A Marriott & P/O N Barber	19.55 00.35 ASH & AI patrol to Kassel. Crossed in at 20.55 hours. Patrol uneventful. Crossed out at 23.39 hours. Weather: 10/10 cloud, tops 1000' after 06.00E throughout route and target area. In 2055 hrs out 2339 hrs. On patrol from 2144 to 2215 hrs. Radar switched on at 0600 2110 hrs 14.000 ft. No hostile contacts. No type F. No commentary. Kassel 2144-2215 hrs 14.000 large area of good fires seen.
Mosquito VI	PZ287 'R'	F/Sgt J Everest & P/O R J Pearson	20.00 00.30 ASH & AI patrol to Kassel. Crossed in at 21.02 hours. Patrol uneventful. Crossed out at 23.45 hours. Weather: 10/10 cloud low at 0700 & throughout route & patrol area. In 2102 hrs out 2345 hrs. On patrol from 2146 to 2222 hrs. Radar switched on at 0600E 2135 20.000 ft. No hostile contacts. No type F seen. No commentary, 5235N 0500E 2105 hrs 20.000 ft S/L white rotating. Kassel 2210 20.000 ft up to 8 large area of good fires going with numerous smaller fires.
Mosquito VI	PZ167 'X'	W/O A G Habgood & F/O M R Colhoun	20.10 00.25 ASH & AI patrol to Kassel. Crossed in at 21.03 hours. Patrol uneventful. Crossed out at 23.30 hours. Weather: 9.19/10 cloud in target area - Vis moderate. In 2103 hrs. Out 2330 hrs. On patrol from 2144 to 2214 hrs. Radar switched on at 5220N 0610E 2120 hrs 17.000 ft. Radar switched off at 5030N 0600E 2245 hrs 16.000 ft. No hostile contacts. 10 miles N of Egmond 2103 hrs 17.000 ft white revolving beacon. Kassel 2144 - 2214 hrs 17.000 ft. Numerous fires including 2 very large ones in eastern part of town. No type F seen. No commentary heard.

#### **BDSU**

Mosquito XIX	MM684 'H'	S/Ldr R G Woodman, DFC & F/Lt A J Neville	High level patrol beacons Ludwig, Quelle, Marie. Serrate IV Mk X A1. Monica. Completed patrols of Beacons Ludwig, Quelle and Marie. AI was partially u/s from 2040 hrs. For the remainder of patrol no hostile contacts. But Bomber stream contacted on A.1 at 2140 - 2150 coming out of Hamburg. NE Hanover 2010 hrs 15.000 feet strong Serrate signals (approx 12 secs. Dashes and Dots). Insufficient length of signals to DF but definitely airborne. Hanover area 2050 hours 15.000 feet Serrate signal (approx 4 secs dots) again insufficient lengths of signals to DF. Hamburg - 2140 hrs 15.000 feet, believed a/c hit by flak and seen to descend in flames. A/C in Egmond 1946 hrs 15.000 ft. A/C out Cuxhaven 2200 hrs 15.000 ft. Radar switched on Egmond 1946 hrs 15.000 ft.
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Besætningen fra BDSU var en erfaren besætning. Woodman var på sit 54. togt, medens Neville var på sit 49. togt. Squadron Leader Ronald George Woodman stammede fra Wiltshire og blev uddannet som ingeniør. Før han i 1936 kom til RAF for at arbejde i den tekniske tjeneste. I 1940 blev han uddannet som pilot i Canada og kom midt i 1941 tilbage til England. Efter videre uddannelse ved 52 OTU blev han sendt til No. 410 Squadron, der fløj Defiants. Disse blev udskiftet med Beaufighters, som han i en periode prøvfløj ved Bristol fabrikken, før han kom tilbage til No. 410 Squadron. I december 1942 blev han forflyttet til No. 96 Squadron, hvor han forblev indtil november 1943, hvor han kom til No. 169 Squadron, som fløj Mosquitoes i No. 100 Group. I løbet af vinteren og foråret 1944 nedskød Woodman fire Bf 110 natjagere, hvilket udløste et DFC. I august nedskød han en Fw 190 og i november 1944 nedskød han en Bf 110 og en Ju 88, som han ikke gjorde krav på, men som man fandt ud af efter krigen. I november/december blev han sendt på War Commanders Course på Cranfield og kom i december 1944 til No. 85 Squadron. Medens han var ved denne eskadrille nedskød han natten mellem den 2. og 3. januar 1945 en Ju 88 i nærheden af Frankfurt. Den 14. februar blev han sendt til BDSU, hvor kun de bedste piloter blev sendt. Enheden fløj operativt, men skulle også evaluere både materiel og taktik. Medens Woodman var ved BDSU, nedskød han den 4. april en Bf 109 vest for Magdeburg. Dette var hans sidste nedskydning. I maj 1945 fik Woodman tildelt et DSO. Efter krigen fortsatte Woodman i RAF indtil 1952, hvor han blev ansat i Shell. Her arbejdede han indtil 1960, hvor han som 46 årig gik på pension og påbegyndte en karriere som forfatter. Woodman døde i juni 1996. Radaroperatøren, F/Lt Arthur John Neville, fik tildelt hans DFC for sin tjeneste ved BDSU. Han havde tidligere blandt andet gjort tjeneste i No. 239 Squadron.

No. 100 Group udsendte også 12 Mosquitoes på Low Level Intruder mission. Disse Mosquitoes kom fra to eskadriller, nemlig No. 515 og 23 Squadron, der hver afsendte seks fly. Mosquitoerne afpatroljerede flyvepladserne Stendal, Schleswig, Lübeck, Burg, Rechlin, Fassberg, Ludwigsluft, Parchim og Greifswald uden resultat. Der var ingen aktivitet på flyvepladserne og heller ingen ASH kontakt i luften. Neustadt havde dog lysene tændt, men ellers var der ingen aktivitet. Lidt bedre gik det ved Wismar, hvor franskmændene Lt E Lignon og australieren P/O Callas i Mosquito PZ178 'N' fra No. 23 Squadron under en patrulje til Parchim klokken 22.03 angreb et køretøj 18 km syd for byen og hævdede, at de havde beskadiget dette. Ellers forløb Low Level Intrudernes flyvninger uden hændelser.



Forrest i billedet ses Jagdführer for 2. Jagddivision og bag ved ham ses Flakführer. (Ibel)

#### No. 515 Squadron

Mosquito VI	933	'G'	W/O J C Flanagan & FO K D Purdie	19.55	00.15
			Completed uneventful patrol of Schleswig/Jagel airfield from 2142 hours to 2245 hours at 1000/3500 feet. Airfield was not lit but up to 8 searchlights exposed on several occasions but no flak followed.		
			West of Schleswig at 2230 hours saw light flashing in the air, believed to be an aircraft and gave chase but not within ASH range and could not identify with certainty as aircraft lights disappeared.		
			Approaching Danish Coast at 2120 hours at 2000 feet obtained Monica contact at 100 yards closing to 500 yards. Failed to convert into ASH contact and lost after steep turn.		
			In Pellworm 2128 hrs 2000 ft. Out Pellworm 2252 hrs 2000 ft.		
Mosquito VI	286		F/Sgt D J McPhie & F/Sgt K S Howes	18.55	23.25
			Carried out uneventful patrol of Stendal in 10/10th cloud from 2100 hours until 2130 hours. Cloud base on deck and last pin point obtained		

			was Vlieland. No Ash contacts. In Vlieland 1943 10.000 ft. Out Vlieland 2240 10.000 ft.
Mosquito VI	459	'D'	W/O F R Maltese & F/Sgt T F Costelow 19.25 00.35 Completed uneventful patrol of Lubeck airfield from 2143 hours to 2245 hours at 1500/2500 feet. Airfield not lit and no activity observed. Flensburg at 2111 hours at 6000 feet coned by searchlights and experienced much light accurate flak. Off coast of Denmark at 2115 hours 6000 feet, engaged by flak ships. No Ash contacts. In S Pellworm 2103 hrs 9000 ft. ut Pellworm 2310 hrs 9000 ft.
Mosquito VI	457		F/O M X A Huls & F/O J J N Kinet 18.55 23.20 Completed uneventful patrol of Burg airfield from 2056 hours to 2140 hours at 5000 feet above 10/10ths cloud. Airfield not seen lit but twice when aircraft approached, six white flares were fired in pairs from ground. No other activity as observed. Patrol was curtailed owing to cloud and high winds which made pin pointing impossible. In Vlieland 1943 hrs 8000 ft. Out N Egmond 2250 hrs 5000 ft. No ASH contact.
Mosquito VI	337	'U'	F/Lt A W Hirons & Sgt P C Williams 20.15 00.20 Completed uneventful patrol of Fassberg airfield from 2200 hours until 2240 hours at 1500 feet above 10/10th cloud. Airfield not seen and no activity experienced. Patrol curtailed owing to impossibility of pin pointing in cloud. No ASH contacts. In Vlieland 2108 hrs 10.000 ft, out Vlieland 2329 hrs 2.000 ft.
Mosquito VI	188	'W'	W/O D E M Atkins & F/Sgt J C Heeley 18.25 23.59 Completed uneventful patrol of Rechlin from 2053 hours to 2155 hours. No airfield lighting seen and no Ash contacts.
<b>No. 23 Squadron</b>			
Mosquito VI	PZ178		Lt E Lignon & F/O M Callas 18.50 00.15 Intruder Patrol - Parchim. MT strafed SE of Wismar. Claim unspecified number damaged. In Pellworm 2018 hrs 8000 ft. out Pellworm 2247 hrs 2000 ft. Completed uneventful intruder patrol of Parchim from 2103 hrs to 2201 hours. Parchim unlit and inactive. No ASH contacts. At 2203 hours 12 miles SE of Wismar strafed and damaged MT from 2000/1000 ft.
Mosquito VI	PZ170	'D'	F/Lt J S Rivas & F/Sgt M Spender 19.15 23.35 Intruder - Fassberg - Uneventful. In Vlieland 2012 hrs 10.000 ft. Out texel 2250 hrs 7.000 ft. Completed uneventful patrol of Fassberg A/F from 2102 hrs to 2159 hrs at 1500/3000 ft. AF not lit and no activity observed. ASH and Monica u/s from start and though all fuses changed no improvement.
Mosquito VI	RS577	'T'	F/Sgt L W Green & F/Sgt F H Hodgson 18.30 23.50 Intruder - Lubeck. Uneventful. In Pellworm 2209 hrs 8000 ft. Out Pellworm 2229 hrs 8000 ft. Completed uneventful patrol of Lubeck A/F from 2045 hrs to 2146 hrs at 1500/3000 ft. A/F was not lit and no activity observed. No ASH contacts.
Mosquito VI	HR217		F/Sgt R W Goody & Sgt J A Jacobs 18.54 23.04 Intruder - Jagel. Light flak experienced at Hellstedt. bombing of Flensburg seen - large fires. In Pellworm 2040 hrs 3500 ft. Out Pellworm 2142 hrs 1500 ft. Completed uneventful patrol of Schleswig/Jagel A/F from 2045 hrs to 2140 hrs at 1000/1500 ft. A/F not lit and no activity observed. Between Hellstedt and Schleswig 2047 hrs 1500 ft experienced small amount accurate flak - no S/Ls. Saw bombing of Flensburg 2115 hrs - large fires seen. Many S/Ls exposed in Arnis area 2130 hrs - A/C not caught. Approaching Pellworm 2140 hrs obtained Monica contact but failed to convert to Ash. No ASH contacts.
Mosquito VI	PZ313	'P'	F/O J B Martin & F/O H V Hayes 18.49 00.54 Intruder - Ludwigslust - Uneventful. In Pellworm 2020 hrs 8000 ft. Out Pellworm 2330 hrs 6000 ft. Completed uneventful intruder patrol of Ludwigslust from 2120 to 2227 hours. Ludwigslust unlit but Neustadt lit for about 20 minutes but no E/A activity. No ASH contacts.
Mosquito VI	RS572		W/Cdr S P Russel & F/Sg H C Boland 18.30 23.50 Intruder - Greifswald - Uneventful. In Pellworm 2010 hrs 10.000 ft. Out Pellworm 2245 hrs 10.000 ft. Completed uneventful patrol of



Greifswald from 2100 to 2200 hrs at 4000 ft. No A/Fs seen lit and no ASH contacts obtained.

## Fighter Command

Også Fighter Command udsendte Mosquitoes på både High Level og Low Level Intruder mission samt Bomber Escort, men ingen af disse flyvninger førte til nogen nedskydninger eller kontakt. Flyene kom fra følgende enheder:

No. 406 Squadron 5/6 Mosquitoes  
No. 151 Squadron 3/4 Mosquitoes  
No. 307 Squadron 5/6 Mosquitoes  
No. 25 Squadron 4/4 Mosquitoes

### No. 406 Squadron

Mosquito XXX NT283 W/Cdr R Bannock DFC 6 Bar & F/Lt C J Kirkpatrick DFC 20.30 01.50  
Flower to Ludwigslust, finding it unlit as well as Luneburg and Lubeck Blankensee. Beacon L at Wheineshelen (Funkfeuer Ludwig var placeret ved Ankum nord for Osnabrück 52.30'N 07.57'E) at 2034. Uneventful 10/10th cloud 1000 to 6000 to 10°E then 4/10th stratus 1000 to 4000.

Mosquito XXX MM727 Lt W W Filkosky & F/Lt F L Hall 19.45 01.50  
Flower to Greifswald, not lit on arrival. Neubrandenburg was lit but doused on approach and patrol was uneventful. Clear in target area, 8/10ths cloud en route.

Mosquito XXX MM747 F/O D J McConnell & F/Lt K Kazakoff 20.10 01.45  
Flower to Rechlin, finding the target unlit but received flak from the a/d at 2250, no damage. Parchim was seen lit at 2340 en route back but patrol was uneventful. 5/10th cloud.

Mosquito XXX MM739 F/O W G Kirkwood DFC & F/O C N Matheson DFC 20.15 01.45  
Flower to Burg finding it unlit but a beacon was flashing XO. Patrol uneventful. 6/10th cloud, clearing.

Mosquito XXX MM699 F/O J H Wyman & F/O A G Wood 20.10 20.40  
Flower to Parchim, returning to base from 50 miles out with starbord engine trouble.

Mosquito XXX NT447 P/O D Macdonald & W/O S T Drury 20.20 01.35  
Flower to Stendal. Investigated Dedblstorf (formodentlig Dedelstorf 50 km nord for Braunschweig) on way, not lit but Stendal was lit, and patrolled. Brunswick was investigated and not lit, and AI became temporarily u/s. On return to Stendal the a/d doused on approach and no contacts were made. The same occurring on a return to Brunswick. 10/10ths cloud, base 1000 ft.



*Mosquito NF 30 tilhørende No. 151 Squadron. Flyet er udstyret med en radar af typen SCR 720-729 AI Mark X, der var 'top of the art' i 1944/45. Mosquitoens bevæbning er anbragt under flyet, så piloten ikke bliver blændet af mundingsglimt under skydning.*

**No. 151 Squadron**

Mosquito NF 30	MM795	F/Lt D W Shaw & F/O E H F Burn Bomber Support 5120N 0830E	18.55	20.45
Mosquito NF 30	MM804	S/Ldr R T Goucher DFC & F/Lt C H Bullock DFC Bomber Support 5110N 0800E	19.05	00.05
Mosquito NF 30	MV559	S/Ldr D S Handley DFC & F/O T J Phillips Bomber Support 5115N 0850E	18.55	23.25
Mosquito NF 30	MM808	P/O R Oddie & F/Sgt R E Miles Bomber Support 5125N 0800E	19.00	23.30
Mosquito NF 30	NT383	F/Sgt J Dunn & F/Sgt S Redfern Scramble anti-intruder	23.55	02.25

**No. 307 Squadron**

Mosquito XXX	G.333	W/O J Pijanowski & F/Sgt J Dumanski Bomber support over Germany	19.45	00.25
Mosquito XXX	B.544	W/O L Steinke & F/O J Trzaskowski Bomber support over Germany	19.55	00.05
Mosquito XXX	H.499	S/Ldr M Drzazga & F/O H Luczak Anti-intruder Patrol	00.20	02.30
Mosquito XXX	E.563	F/Lt J Malinski & P/O H romanowicz Anti-intruder Patrol. Returned - Monica u/s.	01.10	01.50
Mosquito XXX	Z.268	W/Cdr S Andrzejewski & W/O Kaliszowcki Bomber support over Germany	20.00	23.40
Mosquito XXX	P.553	F/O F Kern & F/O A Radwanski Bomber support over Germany	19.55	23.20
Mosquito XXX	T.303	S/Ldr P Ostaszewski & P/O Bachleda Bomber support over Germany	20.00	23.45
Mosquito XXX	W.253	W/O S Woorozorek & P/O A Zabrowski Bomber support over Germany. Monica u/s.	19.55	22.30



*Mosquito XXX fra polske No. 307 Squadron, som eskadrillen fløj med fra oktober 1944 og frem til dens nedlæggelse i januar 1947.*

**No. 25 Squadron**

Mosquito XXX	MT487	W/O R A W Grove & F/Sgt K L Allen Bomber Support. High level intruder. Returned early as starboard engine u/s.	19.45	22.15
Mosquito XXX	MM810	W/O G T Glossop & F/Sgt B W Christian Bomber Support. High level intruder. 720 and monica went u/s over target.	19.45	22.35

Mosquito XXX	NT367	F/O R A Henley & F/Sgt J R Hope Anti-Intruder. Uneventful patrol - controlled by Frogspawn.	22.55	01.40
Mosquito XXX	MT470	F/Lt J F R Jones & F/O R Skinner Bomber Support. High Level Intruder to Dortmund. No joy.	20.00	23.55
Mosquito XXX	MT481	S/Ldr W Hoy & F/Lt R W Dalton Defensive Patrol. Patrol on operation 'Lure'. No joy.	00.15	02.30
Mosquito XXX	MV528	W/O R B Harper & F/Sgt R E Jefferies Defensive Patrol. Patrol on operation 'Lure'. No joy.	22.55	00.10
Mosquito XXX	MT471	W/O L W Calvert & F/O P Grant Defensive Patrol. Patrol on operation 'Lure'. No joy.	00.10	02.40
Mosquito XXX	NT265	W/Cdr L J Mitchell & F/Lt D L Cox Bomber Support. High level intruder to Dortmund. No joy.	19.45	22.45

## 2 TAF

2 TAF kunne endelig begynde at flyve igen efter, at vejret i et par dage havde forhindret gennemførelse af størstedelen af planlagte missioner. Mosquito XIII og XXX natjagereskadrillerne i No. 148 og 149 Wing gennemførte en række patruljeflyvninger over frontlinien samt over tysk område umiddelbart bag fronten. Det kom ikke til kontakt med tyske fly, men en enkelt Mosquito gik tabt under nødlanding og begge besætningsmedlemmer blev dræbt.

Mosquito VI eskadrillerne i No. 2 Group var aktive i løbet af aftenen og natten. De angreb transportmål, hvor de forsøgte at ramme de tyske forsyningslinier umiddelbart bag fronten samt banegårde længere bagude i baglandet.

På grund af skydækket blev en del af bombningerne udført ved hjælp af Gee, hvilket ikke var det mest nøjagtige navigationsmiddel til bombning. Flere gange så besætningerne voldsomme sekundære eksplosioner i målområdet og de har formodentlig ramt ammunitionstransporter eller depoter.

Andre Mosquitos gik helt ned på dækket og angreb køretøjer med maskinkanoner. Besætningerne havde ordre til at beskyde alle lys på jorden i håb om, at man overraskede et køretøj. Det betød til gengæld også, at bondegårde og mindre landsbyer blev beskudt, hvis mørklægningen ikke var i orden. Flere af 2 TAF's Mosquitos var begyndt at medbringe lysbomber med faldskærme, som man kastede for bedre at kunne orientere sig inden angreb på jordmål.

### 136 Wing

No. 136 Wing på flyvepladsen Blackbushe bestod af de to Mosquito VI eskadriller, No. 418 og 605 Squadron, der i løbet af aftenen og natten blev indsat mod transportmål. Wing'ens dagbog beretter om nattens aktivitet:

17 aircraft were detailed to attack roads and railways in the Wesel area and transport targets in N Holland. 15 aircraft attacked (1 aircraft Gee and Gyn u/s and 1 aircraft landed Coltishall, pilot sick) dropping 30 x 500 lb Inst and using 1680 rounds 20 mm and 740 round .303. Meppen, Isselburg, Dulmen and Haltern were bombed with unobserved results. 20 Met and 2 trains were attacked. All aircraft returned safely.



*Mosquito VI HJ719, der blev anvendt af canadiske No. 418 Squadron.*

**No. 418 Squadron**

Mosquito VI	SZ964	S/Ldr F A Montgomery & F/O G H Drew Patrol Munster Osnabruck Area. BBB Gee u/s	23.00	02.00
Mosquito VI	NS991	S/Ldr J Coyne & F/O D Figgis Patrol Munster Osnabruck Area. Bombed Meppen. Flashes seen. Straffed lights V6556 - doused-	23.40	03.20
Mosquito VI	RS594	F/Lt C Redeker & F/O M E Zimmer Patrol Munster Osnabruck Area. Bombed Isselburg, flash and glow, lasting one minute. Jolt felt at 3.8000 ft.	00.57	04.35
Mosquito VI	PZ454	F/Lt J Mokitrick & F/O J E White Patrol Munster Osnabruck Area. Bombed A4499 NRO.	02.22	06.37
Mosquito VI	PZ458	F/Lt D S McLaughlin & F/O A Tekela Patrol Munster Osnabruck Area. Bombed Meppen NRO.	01.24	05.22
Mosquito VI	NT115	F/Lt D G Cacky & F/O D M Wade Patrol Munster Osnabruck Area. Bombed railway at Z5618 vis NRO. Straffed 2 MET NRO.	00.28	04.16
Mosquito VI	SZ976	F/Lt J S Johnson & F/Sgt P Dolby Patrol Munster Osnabruck Area. Returned early landed Coltishall. Pilot ill.	01.57	02.54
Mosquito VI	RS613	F/Lt W L Drake & F/O K Gunning Patrol Munster Osnabruck Area. Bombed Dulmen on Gee NRO. Straffed 5 MET, 3 damaged.	23.50	03.38

**No. 605 Squadron**

Mosquito VI	'W'	F/O A Wilson & F/O F Thompson Intruder. Bombed Q.8506 - NRO. Straffed 6 Met, strikes seen and lights downed.	19.22	23.17
Mosquito VI	'H'	F/O A C Baker & F/Lt J Baker Intruder. Bombed R.0913. Large flash followed by a jolt at 2.500 ft.	20.56	00.54
Mosquito VI	'P'	F/O W Oldham & Sgt Fry Intruder. Bombed Meppen on Gee - 2 flashes seen.	20.10	23.49
Mosquito VI	'N'	F/Lt B Williams & W/O S E Hardy Intruder. Bombed Meppen - NRO. Straffed train. Strikes seen.	22.17	02.13
Mosquito VI	'S'	F/Lt J C Worthington & F/O E A Friar Intruder. Bombed Isselburg - NRO. Straffed 4 Met, 1 strike rest NRO.	19.14	23.06
Mosquito VI	'K'	F/Lt R Moon & Sgt A W Davies Intruder. Bombed A.1561 on Gee NRO. Straffed train at Olst Z.8917, strikes seen.	21.00	01.05
Mosquito VI	'Z'	F/O J R V Brown & F/O F Townsend Intruder. Bombed Dulmen, Rd & Rly Junct. on Gee NRO.	19.24	23.26
Mosquito VI	'F'	F/O M B Hickling & F/O D Hutchinson Intruder. Bombed Ahuas visual NRO. Straffed 5 MET NRO.	20.51	00.59
Mosquito VI	'T'	F/Lt A C Lawson & F/Lt C Robertson Intruder. Bombed Haltern on Gee. NRO.	22.29	02.10

**No. 138 Wing**

No. 138 Wing på flyvepladsen A.75 Chambrai/Epinoy var aktive i løbet af natten mellem den 8. og 9. marts, hvor to af enhedens tre eskadriller havde ordre til at angribe jernbaneforbindelser i det vestlige Tyskland samt hjulkøretøjer i samme område. Vejret var ikke af det bedste, men det lykkedes for de fleste af de indsatte besætninger at bombe de mål, som blev udpeget. No. 613 Squadron, som også var en del af No. 138 Wing, fløj ingen operative togter den 8. marts 1945. De gennemførte i løbet af dagtimerne 13 night flying tests, men blev ikke indsat i løbet af aftenen.

No. 138 Wings dagbog beretter om nattens indsats:

24 aircraft were detailed to attack and destroy enemy movement in the area of Cologne/Hersfeld. One aircraft had to abandon the task owing to severe icing, and one was cancelled as the pilot fell sick with gastric influenza. But 2 aircraft including two turn-rounds by 305 Squadron, pressed home their attacks in patchy cloud. 16 bombed pre-arranged dumping points, mostly by the aid of instruments, and three of these attacks produced large explosions which could be seen through the cloud. Other attacks included two on fires which were much increased, twelve on unidentified lights of which one on a railway burst into flames, and 7 on approx 58 MET, very many strikes being scored on most of them, with two claimed as flammers.

**No. 107 Squadron**

Mosquito VI	RS605	F/O J C Salvage & F/O K A Field Task I: Railway Patrol - Northeim - Hersfeld - Fulda - Hanau.	23.01	02.11
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Armament: (all aircraft of squadron) 2 x 500 lb, 11 sec delay bombs + long range tanks.

Weather: 8/10 SC - Ground to 4500' - 5000'.

Friedburg Rly Jcnctn bombed on Gee. About 40 MET attacked

Mosquito VI	NS939	F/O D M Greenhow & Sgt J C Batten	00.25	03.48
		Task I - Straffed 20/30 MET at H.5058.		
Mosquito VI	HR198	F/Lt W E Bouton & F/Sgt T Ryalls	01.33	03.25
		Task I - abandoned Task at L.6060 due to severe icing.		
Mosquito VI	HR254	F/Lt E G Smith & F/O R A Pratt	03.00	05.33
		Task I		
Mosquito VI	NS958	F/Lt W H Bradshaw & Sgt L E Deval	23.00	02.18
		Task II: Railway Patrol - Unna - Soest - Brilon - Warburg - B.8855 - Kassel.		
		Armament + Weather as in Task I.		
		Road & Rly Jcncts bombed on Gee. About 15 Met attacked.		
Mosquito VI	PZ376	F/O R J O'Sullivan & P/O E T Harris	00.20	03.19
		Task II		
Mosquito VI	PZ241	F/Lt C S Gilliatt & F/O J H C Hill	01.31	04.19
		Task II		
Mosquito VI	HR181	F/Lt L Whiteside & F/O B W Smith	02.51	05.38
		Task II		
Mosquito VI	PZ336	F/Lt C D Barnett & Sgt R T Abbey	23.27	02.36
		Task III - Railway Patrol - Koblenz - Limbourg - Marburg - Kassel		
		Armament & Weather as for Task I		
		Road & Rail Jcnctns bombed on Gee. Various Met attacked.		
Mosquito VI	NT128	Lt D D Button & F/O L D Mellor	01.26	03.58
		Task III		
Mosquito VI	HR354	F/Lt J B Conlin & F/Sgt A Nisbett	02.14	04.20
		Task III		
Mosquito VI	HR246	F/Lt D P Hall & F/O D R Mallett	03.43	06.01
		Task III		



*Mosquito VI og besætninger i 1944*

### **No. 305 Squadron**

Patrol and attack enemy movement on railways and roads at Siegburg - Wetzlar - Siegen - Krombach - Eckenhagen - Cologne.

Bomb load Per aircraft: 3 x 500 lbs & 1 cluster flares.

Weather: 5-10/10ths cloud, ground haze, visibility 2-3 miles.

Details of sorties: All aircraft made successful sorties damaging 1 railway junction severely, several buildings & MET.

Aircraft C: Bombed railway junction at F6345 by Gee explosion seen through clouds.

Aircraft A: Bombed & shot up several small fires at G1843 increasing fire.

Aircraft W: Bombed 10 MET at F7842. Shot up burning buildings at G0944.

Aircraft H: Bombed & shot up 1 MET at F9254 flamer claimed.

Aircraft K:		Bombed lights on railway line at G0955 causing fires.		
Aircraft T:		Bombed railway junctn at F5496, bright yellow explosion seen through clouds.		
Mosquito VI	B. 401	F/O E Susi & P/O M E Pruszynski	23.35	02.05
Mosquito VI	C.389	W/Cdr S Grodzicki & F/Lt M W Bujak	00.45	03.35
Mosquito VI	H.978	P/O W Banaszuk & S/Ldr J Lagowski	01.30	04.10
Mosquito VI	E.145	F/O E Susi & P/O M E Pruszynski	03.25	06.20
Mosquito VI	A.202	W/O W R Everson & Sgt R A W Rudd	00.15	03.00
Mosquito VI	F.193	F/Lt E Nuttall & F/Sgt W R Wills	01.05	03.40
Mosquito VI	L.559	F/Lt C A G Ossulston & F/Sgt B Jeffery	01.50	04.35
Mosquito VI	O.232	F/Lt D C Marshall & F/O R N Fenn	02.20	05.30
Mosquito VI	T.191	F/Lt E James & F/O R Ellis	02.40	05.20
Mosquito VI	W.357	F/O W H Bonner & F/Sgt N Jackson	23.55	02.35
Mosquito VI	U.383	F/O W H Bonner & F/Sgt N Jackson	04.15	07.15

### 140 Wing

No. 140 Squadron på B.87 Rosieres Santerre bestod af tre eskadriller udstyret med Mosquito VI. No. 21 Squadron havde den foregående nat angrebet transportmål nord for Ruhrområdet, hvorfor de ikke opererede i dagtimerne den 8. marts. Klokken 16.30 fik No. 21 Squadron besked om, at der heller ikke var brug for dem i løbet af aftenen eller natten.

No. 464 Squadron havde ikke opereret den foregående nat og i løbet af den 8. marts klargjorde de deres Mosquitoes, så de kunne sende 12 fly på vingerne for at angribe transportmål. Et af flyene, Mosquito PZ259 med F/Lt Alexander Charles Stark og Sgt Sidney Arthur Ancell som besætning, vendte ikke tilbage fra nattens togt. Besætningen var på deres femte operative togt i eskadrillen og de blev dræbt, da de forsøgte en mavelanding efter, at Mosquitoen var beskadet efter luftværnsskydning. Besætningen ligger begravet på Hannover War Cemetery.

No. 487 Squadron, der var den sidste eskadrille i No. 140 Wing, sendte 12 fly på vingerne, hvoraf en vendte om før tid på grund af Gee problemer. De øvrige 11 fly angreb rangerbanegårde, jernbanelinier, lys og områderne F.5946, G.6727 og G.5418, som blev bombet og beskydt med maskingeværer og maskinkanoner. I nogle tilfælde kunne besætningerne se resultatet, men i de fleste tilfælde blev bombingene udført gennem skydække ved hjælp af Gee. Et enkelt køretøj blev beskydt og brød i brand.



*Mosquito VI fra australske No. 464 Squadron. Denne eskadrille deltog i angrebene på universitetet i Aarhus, Shellhuset samt husmandsskolen ved Odense. Dette var særlige angreb og i det daglige angreb eskadrillen tyske forsyningslinier dag og nat.*

### No. 464 Squadron

Mosquito VI	HR357	F/Lt F Foyston & Sgt P J Martin	19.30	21.30
		F/Lt Foyston bombed Marshallig yard on Gee.		
Mosquito VI	HR175	F/Lt W M McGlelland & Sgt J R Barr	19.20	21.50
		F/Lt McGlelland strafed a number of lights and fires.		
Mosquito VI	PZ463	F/Lt J M Palmer & P/O J F Raynor	19.20	21.35
		F/Lt Palmer bombed railway station.		
Mosquito VI	PS617	W/Cdr H F Vincent & F/Lt J B C Hardcliffe	20.05	22.30
		W/Cdr Vincent bombed light.		

Mosquito VI	PZ353	F/Lt G B Thompson & Sgt H D Carver F/Lt Thompson bombed Siegburg on Gee.	20.25	22.35
Mosquito VI	RS609	F/O J H Palmer & S/Lt H H Booter F/O Palmer strafed 6 MT - strikes seen. Bombed rail junction.	18.55	21.10
Mosquito VI	HR166	F/Lt W Killingworth & F/Sgt B F Watson F/Lt Killingworth strafed 4 MT and 3 fires. Strikes & explosions seen.	18.50	21.20
Mosquito VI	PZ259	F/Lt A C Stark & F/Sgt A A Ancell F/L Stark missing	19.55	FTR
Mosquito VI	HR352	F/Sgt J W Wade & F/Sgt N A Piper F/Sgt Wade bombed Siegburg - large flash seen.	19.35	21.55
Mosquito VI	PZ378	F/Lt A J Smith & F/Sgt E L Green	20.00	21.25
Mosquito VI	NS884	F/Lt F Purnell & F/O L R Walker F/Lt Purnell strafed 2 MT - bombed M/Yards on Gee.	20.20	23.05
Mosquito VI	NS943	F/Lt J B Stratton & P/O F W Smith F/Lt Stratton bombed railway yards on Gee. Usual tactics.	20.20	22.40



*Mosquito VI fra No. 464 Squadron i færd med at monteret en 500 lbs sprængbombe under den ene vinge.*

#### **No. 484 Squadron**

Mosquito VI	PZ331	S/Ldr R G Hartshorn & F/O J D McCorkingdale Bombed Marshalling yard on Gee - fire under cloud.	21.05	23.35
Mosquito VI	PZ461	F/Lt K L Menaghan & F/Lt A W Dean Bombed Marshalling yard on Gee - no results seen	21.05	23.20
Mosquito VI	NT171	F/O R Kassler & F/Lt H W Burrows Bombed Marshalling yard on Gee - no results seen	21.30	23.35
Mosquito VI	NS999	F/O D J Melbourne & F/O J R Grant Bombed Marshalling yard on Gee - no results seen	20.45	23.00
Mosquito VI	NS964	F/O A Divers & F/Sgt C L W Belcher Bombed Marshalling yard on Gee - no results seen	21.20	23.35
Mosquito VI	SZ990	F/Lt F I Norris & F/O I C Bayly Bombed Marshalling yard on Gee - no results seen	21.55	00.25
Mosquito VI	PZ242	F/Lt D V Pattison & F/Sgt F Pygram Abandoned task - Gee failure. bombs brought back.	21.45	22.20



Mosquito VI	MM412	F/O L C Parker & F/O W A Hendry Bombed Marshalling yard on Gee - no results seen.	22.00	00.30
Mosquito VI	NT123	F/Lt D B Blackwell & F/Sgt C R J Falconor Bombed F.5946 on Gee - no results seen	21.55	00.15
Mosquito VI	HR340	F/Sgt L H Bone & F/Sgt J K Guy Bombed railway yards on Gee - no results seen.	21.45	00.10
Mosquito VI	HR182	F/O C R Pecoock & F/Sgt T A F Ridout Strafed G.6727 and G.5418 - no results seen. Strafed vehicle - caught fire. Bombed G.6727 - fires increased.	22.30	01.35
Mosquito VI	PZ330	W/O T Paterson & F/O A G Bowers Strafed three lights - small fire started. Bombed three or four lights - no results seen.	21.35	01.05

### No. 148 Wing

Det var ikke kun Mosquito jagerbombere, der var på vingerne i 2 TAF. Natjagereskadrillerne udstyret med Mosquitos afpatuljerede udpegede område over frontlinien. No. 148 Wing på B.51 Lille/Vendeville rådede over tre eskadriller natjagere af typen Mosquito XIII. Den ene af eskadrillerne, No. 264 Squadron, havde seks fly på vingerne. Det ene fly blev fløjet af eskadrillechefen, Wing Commander E S Smith, AFC, der i løbet af eftermiddagen også havde været på vingerne på en ikke operativ flyvning, hvor hans Mosquito var blevet beskadiget af luftværnsskyts medens han fløj i korridoren i belgiske Diver Gun Area. Korridoren var en såkaldt sikker rute og beskyddningen fandt sted i fuld dagslys. Mosquitoen blev lettere beskadiget og Wing Commanderen 'var ikke tilfreds'. De seks patruljeflyvninger i løbet af aftenen og natten fandt sted uden nogen særlige hændelser.

No. 409 Squadron havde fem fly på patrulje i løbet af aftenen og natten. I løbet af dagen havde de gennemført Night Flying Tests på ti maskiner, men der blev kun brug for de fem. Eskadrillechefen, Wing Commander J D Somerville, DSO, DFC var en af de deltagende piloter. Alle fem flyvninger forløb uden problemer og eskadrillen beskrev forløbet således 'again the Hun failed to put in an appearance and another quiet night was put in'.

Den sidste eskadrille, No. 604 Squadron, havde otte fly på Night Flying Test og havde syv fly på patrulje i løbet af aftenen og natten. Et enkelt fly, Mosquito MM465 fløjet af Wing Commander F D Hughes, DFC & Bar samt F/Lt Dixon, DFC, returnerede før tid på grund af defekt udstyr (u/s Canary) og hans plads blev taget af et reservefly. To af eskadrillens patruljer gik til Scheldt og fire til området mellem Köln - Düsseldorf - Nijmegen. Alle forløb fredeligt og alle fly returnerede til basen.

### No. 264 Squadron

Mosquito XIII	493	F/Lt Barker & F/Lt Smith Front Line Patrol - Uneventful	19.15	22.05
Mosquito XIII	572	F/Lt Bentley & F/O Auld Front Line Patrol - Uneventful	19.20	22.00
Mosquito XIII	528	P/O Hutton & P/O Burraston Front Line Patrol - Uneventful	19.20	21.55
Mosquito XIII	525	W/O Davies & F/Sgt Fisher Front Line Patrol - Uneventful	01.35	04.10
Mosquito XIII	559	W/Cdr Smith & F/Lt O'Neill Dunne Front Line Patrol - Uneventful	01.35	03.35
Mosquito XIII	467	F/O Daber & F/Sgt Heatcote Front Line Patrol - Uneventful	01.45	04.05

### No. 409 Squadron

Mosquito XIII	HK473	F/Lt E A McClain & F/Lt W A Ward Patrol - Uneventful	00.15	03.00
Mosquito XIII	HK429	P/O L E Fitchett & P/O A C Hardy Patrol - Uneventful	00.15	03.05
Mosquito XIII	MM502	F/O R H Long & F/O K S Brenten Patrol - Uneventful	00.20	03.00
Mosquito XIII	MM456	W/Cdr J D Somerville & P/O H G Beynon Patrol - Uneventful	02.50	05.25
Mosquito XIII	HK506	F/O M G Kent & P/O J Simpson Patrol - Uneventful	02.50	05.25

### No. 604 Squadron

Mosquito XIII	MM498	F/Lt Hilken & F/Lt R J Gillies	18.05	20.35
Mosquito XIII	MM563	P/O A G Walters & F/Sgt P L Gibbs	21.05	00.15
Mosquito XIII	MM465	W/Cdr F D Hughes & F/Lt L Dixon	21.50	23.30
Mosquito XIII	MM555	F/Lt A S Knowles & F/O E F Page	21.55	00.25
Mosquito XIII	MM552	F/Lt J R Cross & P/O H Smith	22.40	00.55

Mosquito XIII	MM438	F/Lt J W Welford & F/O R H Phillips	23.40	02.15
Mosquito XIII	MM459	F/Lt J C Truscott & F/Lt J Howarth	03.00	05.45



*Wing Commander Frederick Desmond Hughes, der var chef for No. 604 Squadron for en af eskadrillens Mosquito XIII. Hughes fik tilkendt nedskydning af 18 fjendtlige maskiner (samt en delt nedskydning) plus en formodet og et beskadiget tysk fly. Hughes fortsatte i RAF efter krigen og gik på pension som Air Vice Marshal i 1974. Han døde i januar 1992. (IWM)*

#### **No. 149 Wing**

No. 219 Squadron på B.48 Amiens/Glisy fløj fem patruljer i løbet af den 8. marts 1945, men eskadrillebogen indeholder ikke oplysninger besætningerne eller forløbet.

No. 410 Squadron sendte syv Mosquito XXX på vingerne i løbet af aftenen og natten. No. 488 Squadron havde ligeledes syv fly på vingerne. Mosquito XXX MM818, der blev fløjet af Muldrew og Emerton, blev beskudt af en Lancaster og de var nødt til at flyve tilbage til flyvepladsen Y.29 Asch på en motor. Under nødlandingen overskød Muldrew landingbanen og ramte en totempæl. Mosquito MM818 blev så beskadiget, at den blev vurderet som kategori AC. En efterfølgende undersøgelse af hændelsen frikendte Muldrew for skyld i uheldet. De øvrige flyvninger forløb uden særlige hændelser.

#### **No. 410 Squadron**

Mosquito XXX	NT320	F/O J A Watt & F/Lt B Collie	17.50	20.45
		Patrolled the Krefeld area under Radox GCI - NTR.		
Mosquito XXX	MM757	F/Lt M D Adlem & F/O J A Davidson	17.55	20.35
		Patrolled the Cologne area under Rejoice GCI - NTR.		
Mosquito XXX	MT495	F/Lt J M Stevenson & F/O B G Gildyard	17.55	21.15
		Patrolled the Bocholt area under Vocebox GCI - NTR.		
Mosquito XXX	MM786	F/O R King & J B Robinson	19.40	22.15
		Patrolled the Schelde area under Tailcoat GCI - NTR.		
Mosquito XXX	MT281	F/Lt C M Edinger, DFC & F/O C L Vaessen	22.00	01.05
		From B.77 Uneventful patrol.		

Mosquito XXX	MM757	F/O E B Sexsmith & F/O W Nixon	01.00	03.35
		Patrolled the Schelde area and did 'Boltex' exercise under Tailcoat.		
Mosquito XXX	MT377	F/Lt P D Dchultz, DFC & F/O J Christie, DFC	05.35	06.25
		From B.77. Returned to base R/T u/s.		



*Mosquito XXX fra canadiske No. 410 (Cougar) Squadron. Eskadrillen sendte syv Mosquitos på vingerne natten mellem den 8. og 9. marts 1945 uden at få kontakt med tyske fly.*

#### **No. 488 Squadron**

Mosquito XXX	NT461	S/Ldr J R Gardner & F/O P Perfect	20.20	23.30
Mosquito XXX	MM818	P/O J E Muldrew & W/O E G Emerton	20.20	23.30
Mosquito XXX	NT484	P/O T A Mallon & P/O G H Brook	20.25	23.05
Mosquito XXX	NT308	P/O J H Marshall & F/O P F Prescott	20.45	23.45
Mosquito XXX	NT314	P/O G Patrick & P/O A C Ray	02.25	05.15
Mosquito XXX	NT455	F/Lt W R Cock & W/O W K Addison, DFC, DFC	20.20	23.20
Mosquito XXX	NT457	P/O T A Maclean & P/O B O Grant	04.20	06.50

#### **Luftwaffe**

Den tyske indsats for Luftwaffekommando West var natten mellem den 8. og 9. marts 1945 meget ringe. De indrapporterede kun to flyvninger, hvoraf den ene var en vejrrekonoscering i området mellem Goch og Xanten, der blev udført af en Fw 190 fra NSG 20. Den anden flyvning var også en vejrrekonoscering, der blev gennemført i området ved Wesel. Flyvningen blev udført af en Ju 87 fra NSG 1. Aflytningstjenesten ved 2 TAF rapporterede, at de havde indikationer på, at 20 Fw 190 skulle starte fra Twente/Enschede klokken 01.52/02.30 for at udføre jagerbomberangreb i området mellem Arnhem og Wesel. Der er ikke yderligere oplysninger om disse fly og missionen har sandsynligvis aldrig fundet sted.