

From :- The Gunner Officer, 106 Squadron, R.A.F.

To :- The Gunner Officer, R.Q., 5 Group.

Date :- 17th June 1943.

Ref :-

AT / 43 / 5446

COMBAT REPORT

Lancaster "A" V J.U. 88

106 Squadron, Lancaster "A". W.242. 16/17 June 1943.
Cologne. 00.36 hours to 00.41 hrs. Approaching Dutch
Coast 2 miles n/e of Track and approaching Track within
6 miles of coast. Height 21,000 ft. I.A.S. 140.
Course 150M.

BC/ps

1. While flying on course, and at height and speed indicated above the Rear Gunner of Lancaster Aircraft W.242 (A) (Pilot - Pilot Officer A.A. Robertson) sighted a JU88 on the Starboard Quarter down at 400 yards, evasive action in the form of a steep diving turn to starboard was taken. The Rear Gunner opened fire immediately and continuing to do so until the e/a broke away to Port quarter up at 150 yards. Owing to the method of attack the Mid-Upper Gunner was unable to fire until breakaway. During this action e/a fired short bursts only, opening up at 350 and ceasing at 150 yds.
2. The e/a was next sighted. Port quarter level at 350 yds, the Rear Gunner opening fire immediately whilst evasive action in the form of a steep diving turn to port was taken. The Mid-Upper Gunner in this attack was able to fire at 300 yards whilst the e/a fired one long burst of machine and cannon fire from 350 to 250 yards where he broke away to starboard quarter up.
3. The next sighting was astern slightly up at 600 yds and on instruction from the Rear Gunner the pilot carried out the standard corker type of evasive action, both gunners opened fire at 600 yards firing bursts of 5 to 6 seconds until e/a broke away at 175 yards.

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4. At the commencement of the corkcrew action there was a tendency for the e/a to sit back at 600 yds and fire short bursts apparently waiting for the Lancaster to pass through his sights. The range however closed to 175 yds and both gunners report hits on the e/a which they claim as damaged.

5. The vis. was good with full moon but with seven-tenths cloud between 12,000 and 16,000 ft., conspicuous con-trails being visible from both own and other bomber aircraft.

6. Throughout the action 1,300 rounds were expended by the Rear Gunner and 300 by the Mid-Upper.

7. Number One stoppages were experienced by the Rear Gunner but were cleared on immediate action.

8. No crew casualties were experienced and only superficial damage to the underside of the Lancaster.

9. No unusual phenomena was noticed and the question of searchlights did not arise.

10. The Captain decided to jettison the bomb load during the second attack.

Rear Gunner

Sgt. Houten. R. 117619.
A. E. & G. Ontario,
19 C.T.U. Kinross.

M/U Gunner

Sgt. Tysall F. 952938.
A. A. G. S. Harpath.
No C.T.U.
1660 Can. Unit. Swindaby.

J. H. H. F/47