Report on encounter with enemy aircraft.

Herewith Air Gunners report in respect of Lancaster B6722 which was attacked three times, once on the outward journey and twice on the homeward journey, whilst on operations to Hanover the night of 9/10th August, 1943.

1. Aircraft Lancaster B6722 whilst engaged on operations to Hanover on the night of 9/10th August, 1943 was intercepted on its way to the target by a T/S E/A carrying navigation lights, to which炮火 had responded, at a position 5012 0310s at 01.12 hours, flying at a height of 17,500 feet. The visibility was good with the moon having set. There were no ground lights which could be in any way connected with the attack or any other unusual phenomena.

E/A approached from below on the port quarter, offensive manoeuvre employed by the bomber was taken in the form of a diving turn to port and both mid-upper and rear gunners fired two sets of burst at the E/A. There was no searchlight activity and the E/A did not return any fire. 500 rounds of ammunition were expended by the bomber during the attack. No claims in case of the E/A disappeared from view as our aircraft did a diving turn to port.

2. On the homeward journey from the above operation, Lancaster B6722 observed T/S E/A following another Lancaster at a position 4923 0730w at 02.19 hours, flying at a height of 15,000 feet. The E/A turned in a dive to port to attack our bomber which did a diving turn to starboard and as E/A passed under the bomber, both mid-upper and rear gunners fired short bursts but an E/A continued to dive away it was lost to view and the results of bombs fire was not observed. The E/A did not fire and no claim is made. The presence of the E/A was not recorded by bombing as it passed under the bomber. 150 rounds of ammunition in all was fired by both gunners. No claim is made.

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On the homeward journey from the above operations, Lancaster N3/3722 observed 1/8 E/A with white light in nose to port and above at 100yd range. The position of the bomber was then 49°30' 0710' at 02:27 hours, flying at a height of 18,500 feet. Both mid-upper and rear gunners fired at the aircraft gave a diving turn to port during which no return fire was made. No claim is made. 200 rounds was fired by the gunners.

The mid-upper gunner was Sgt. Dalton who was trained at No. 2 A.S.T.P. Balloch and No. 5 C.T. B. Fulbeck, and the rear gunner was Sgt. Jones who was trained at No. 5 B.E.R. School, Macdonald, Manitoba and No. 5 C.T. B. Fulbeck.

Rig Commander,
Commanding
No. 61 Squadron.