

THE VERY FINE SECOND WAR 1945 DFC, MEDALS AND DOCUMENTS GROUP AWARDED TO A W/O FLIGHT ENGINEER WHO FLEW WITH NO LESS THAN 6 LANCASTER SQUADRONS 1942-45, INCLUDING 84 PATHFINDER'S, TAKING PART IN 51 SORTIES, MANY TO SOME OF THE MOST HEAVILY DEFENDED TARGETS IN GERMANY, INCLUDING 3 IN A ROW TO BERLIN IN 1943, HIS AIRCRAFT BEING HIT ON NUMEROUS OF OCCASIONS, HIS NAVIGATOR BEING WOUNDED AND HIS AIRCRAFT A WRITE OFF AFTER ONE SORTIE. SOLD WITH HIS FATHER RFC/RAF WW1 PAIR



DISTINGUISHED FLYING CROSS, G.V.I.R., REVERSE OFFICIALLY DATED '1945', WITH CASE OF ISSUE, 1939-45 STAR; AIR CREW EUROPE STAR, CLASP, FRANCE AND GERMANY; ITALY STAR, DEFENCE AND WAR MEDALS 1939-45, IN NAMED CARD BOX OF ISSUE, WITH UNDER-SECRETARY OF STATE FOR AIR ENCLOSURE SLIP AND TICKER TAPE

BRITISH WAR AND VICTORY 1914-20 '46288 CPL H. EMERSON R.A.F'

D.F.C. *London Gazette* 20 July 1945. The original recommendation, dated 16 March 1945:

"Warrant Officer Emerson has successfully completed a large number of bombing sorties as flight engineer, the majority of which have been against heavily defended targets. This Warrant Officer is at present engaged on his second tour of operations in Bomber Command. Before being posted to 195 squadron he had completed an operational tour in Lancaster aircraft, during which he had taken part in a number of long night bombing raids including three sorties to Berlin, two to Modane, and exceptionally long flight to Friedrichshafen there after landing in North Africa. Since commencing his second operational bombing tour he has continued to display outstanding ability as a flight engineer, and has already participated in a number of day and night raids, including two operations of deep penetration to Dresden and Chemnitz on two consecutive nights. Warrant officer Emerson has set a

magnificent example to other less experienced Flight Engineers and his stamina and courage in action have been to a very high order."

Covering remarks from Station Commander

"Since joining 195 Squadron Warrant Officer Emerson has made an excellent contribution to the work of a first class crew. I strongly support the Squadron Commanders recommendation."

WARRANT OFFICER (1172804) HERBERT DUDLEY EMERSON, ROYAL AIR FORCE

Herbert Dudley Emerson was born in Doncaster on April 14 1920 and joined the Royal Air Force on 16 July 1940. Initially AC2, Flight Mechanic (Engineer), after training he served with 49 Squadron from 12 July 1941. Advanced to LAC on 31 December 1941, he remained with 49 Squadron (Lancasters) until September 1942, flying one sortie to Wilhelmshaven on 14 September as a Corporal Air Gunner; presumably as extra crew. Recommended for training as a Flight Engineer on 28 October 1942, after training, he joined 207 Squadron (Lancasters) as a Flight Engineer (Fight Sergeant) on 9 March 1943. Over the next two plus years, Emerson would take part in a further 50 operational sorties as a Lancaster Flight Engineer with numerous squadrons. He was advanced to Warrant Officer 1945, by which time he was a highly experienced Flight Engineer, who had taken part in sorties against many of the most highly defended targets in Germany, including three in a row to Berlin with 83 Pathfinder Squadron in November/December 1943. Emerson's last posting was to 138 Special Duties Squadron in April 1945, his initial sorties against targets in Germany, before taking part in seven sorties; 'Operation Exodus' from 10 May 1945, which were ferrying Prisoners of War back from Europe. He was finally released from service on 22 March 1946. Herbert Emerson passed away on June 18, 1985, at age 65. He was buried in Redstone Cemetery, Redhill

As noted, W/O Emerson took part in a large number of sorties, including to St Nazaire, Essen, Stettin, Dortmund, Duisburg, Pilsen, Dusseldorf, Frederikshavn, Turin, Modane, Oldenburg, Mannheim, Hanover, Kassel, Berlin, Hopenbudberg, Dresden, Chemitz, Wesel, Geisenkirchen, Bocholt, Helgoland and Munich, many multiple times, many of these prior to the allies domination of the skies and including service with some of the most battle hardened bomber squadrons of the day, which included 83 Pathfinder Squadron in late 1943.



One sortie in particular whilst serving 195 Squadron to the Consolidated Coking Plant at Glesenkirchen on 19/20 March 1945, is heavily written up in 'Strong by Speed No 195 Squadron and the War against Hitler's Germany' and includes an extensive narrative of events by Emerson (see pics). During this sortie, Emerson's Lancaster, piloted by F/Lt Thompson was accompanied by Wing Commander Burnside's DFC, their aircraft would be Group Leader during this attack of 79 Lancasters. Flying into what appeared to be an impenetrable wall of flak over the target, Burnside successfully dropped his bombs, their Lancaster was hit by flak which severely damaged the aircraft and wounded the 2nd Navigator. Emerson treated the Navigator and on returning to his position found the fuel gauges no longer working and it was reported that they were losing fuel from both wings. Burnside decided they couldn't make it home and headed to Brussels, somehow managing to land the aircraft with no further casualties but on landing, the damage was to such an extent that the Lancaster was written off.

The role of a Flight Engineer was to manage fuel, weight and balance, and mission systems as well as overseeing maintenance prior to and during a flight. He was seated next to the pilot in aircraft such as a Lancaster



SQUADRONS SERVED. DATES NOTED ARE FOR OPERATIONAL SORTIES

- 49 SQUADRON – CPL AIR GUNNER – 1 SORTIE ONLY – 14 SEPTEMBER 1942
- 207 SQUADRON – F/SGT FLT/ENGINEER – 17 SORTIES -28 MARCH 1943 – 25 JUNE 1943
- 106 SQUADRON – F/SGT FLT/ENGINEER – 1 SORTIE ONLY – 12 JULY 1942
- 83 (PATHFINDER) SQUADRON– F/SGT FL/ENGINEER – 12 SORTIES -16 SEPTEMBER 1943 -20 DECEMBER 1943
- 195 SQUADRON – W/O FLT/ENGINEER – 11 SORTIES - 3 FEBRUARY 1945 – 23 MARCH 1945
- 138 SQUADRON – W/O FLT/ENGINEER – 9 SORTIES -18 APRIL 1945 – 29 MAY 1945

OPERATIONAL SORTIES TOTALS:

- TOTAL OPERATIONAL SORTIES SEPTEMBER 1942 – MAY 1945 - 51
- TOTAL OPERATIONAL SORTIES AGAINST TARGETS - 44

TOTAL OPERATIONAL SORTIES POW PICK UPS ETC – 7

HUBERT EMERSON ROYAL FLYING CORPS AND ROYAL AIR FORCE

Hubert Emerson, Herbert Dudley Emerson's father, joined the Royal Flying Corps on 21 January 1916. Initially a 2/am, he was appointed 1/am on 1 February 1918 and corporal Mechanic on 1 July 1918. He served in France between 1 April 1917 and 22 March 1919, serving with 25 Squadron (FE 2b's and later DH4's) as a Fitter. He transferred to the R.A.F. Reserve on 19 April 1919

EXAMPLES OF EXTRACTED SORTIES

20 JUNE 1943

LANCASTER III	F/L Brandon-Trye P	Bombing	21.45	07.45	BOMBING ATTACK ON 24 FLIJN SIEDELS FRIEDRICHSHAVEN. Target
E.D. 627 (N)	Sgt Emerson H.D.			BA/RR	attacked at 03:05 hours from 10,700 feet with 9 S.B.C.s
	Sgt Gatesman H.V.				8 x 30lb incendiaries 9 S.B.C.s 90 x 4lb incendiaries in
	Sgt Ellis-Jacob				good visibility. Incendiaries not seen to burn, bombs dropped
	F/O Mitchell J.R.F.				in one stick. Four good fires seen. Shrapnel holes through
	Sgt Watts R.F.				starboard elevator. SORTIE COMPLETED.
	Sgt Thomas J.A.				
	F/O Fisher P.M.H.				

23 JUNE 1943

LANCASTER III	F/L Brandon-Trye P	Operations	19.40	04.49	BOMBING ATTACK SERVA. Target attacked at 23.46 hours from
E.D. 627 (N)	Sgt Emerson H.D.	Bombing	BLIDA	BASE	feet 331° 175 mph. with 9 S.B.C.s 90 x 4lb incendiaries
	Sgt Gatesman P.V.				8 S.B.C.s. 8 x 30lb incendiaries. Smoke screen, heavy. The
	Sgt Hyde J.				target was identified visually and by the pathfinder
	Sgt Watts R.F.				flares. Gun bombs started good fire. Large explosion of
	F/O Fisher P.M.H.				flame. Satisfactory trip control very bad, no instruction
	Sgt Thomas J.A.				until some time after raid was supposed to be finished.
					SORTIE COMPLETED.

25 JUNE 1943

LANCASTER III	F/L Brandon-Trye D.	Bombing	22.53	04.02	BOMBING ATTACK GELSEWACHEN. Target attacked at 01.37
E.D. 627 (N)	G/C A.F. McKenna (2nd Pilot)				hours from 19,000 feet 194° 165 mph. with 1 x 4000 lb
	Sgt Emerson H.D.				4 x 300lb H.C. 7 S.B.C.s 50 x 30lb incendiaries 6 1/3
	Sgt Gatesman P.V.				S.B.C.s 90 x 4lb incendiaries. Release point flares and white
	Sgt Mitchell				steady seen. T.I. Flares in bombight. Glow of fires beneath
	Sgt Watts R.F.				clouds. Large explosion at 01.43 hours. Glow of fires seen
	Sgt Thomas J.A.				at DUTCH Coast. 1 S.B.C. 8x30lb incendiaries jettisoned 10
	F/O Fisher P.M.H.				miles North east of GELSEWACHEN. Flak damage to front turret,
					bomb doors and starboard outer. "Unfortunately enough to be
					caught in the strongest and fiercest and fighter defences I have
					ever seen" (Captain). SORTIE COMPLETED.

5 JULY 143 – PILOT F/L BRANDON TRYE (PROMOTED SQUADRON LEADER) AND MOST OF CREW POSTED TO 106 SQUADRON

12 JULY 1943 – FIRST SORTIE WITH 106 SQUADRON – TURIN

Lancaster ED801	S/Ldr. P. Brandon Trye	Captain	22.15	08.05	3/40ths cloud, good visibility. Green flares seen
	F/O J.G. Claridge	2nd Pilot			at Lake Anney, red T.I.s at 01.50. They were seen to
	Sgt. H. D. Emerson	Flt. Engineer			cascade and bombing run was made at 01.56 hours from
	Sgt. P. V. Gatesman	Navigator			18000 feet. Defences were very weak. Trip uneventful.
	Sgt. R. P. Watts	Air Bomber			Landed at Upper Heyford.
	Sgt. H. Jones	W/Operator			BOMB LOAD 4 x 1000lb; 40 x 30lb; 450 x 4lb.
	Sgt. J. A. Thomas	M/U Gunner			
	W/O R. P. Iken	Rear Gunner			

BRANDON TRYE KILLED IN TRAINING CRASH 18 JULY 1943 WITH DIFFERENT CREW MADE UP OF HIGH RANKS

16 SEPTEMBER 1943- FIRST SORTIE WITH 83 SQUADRON – MODANE

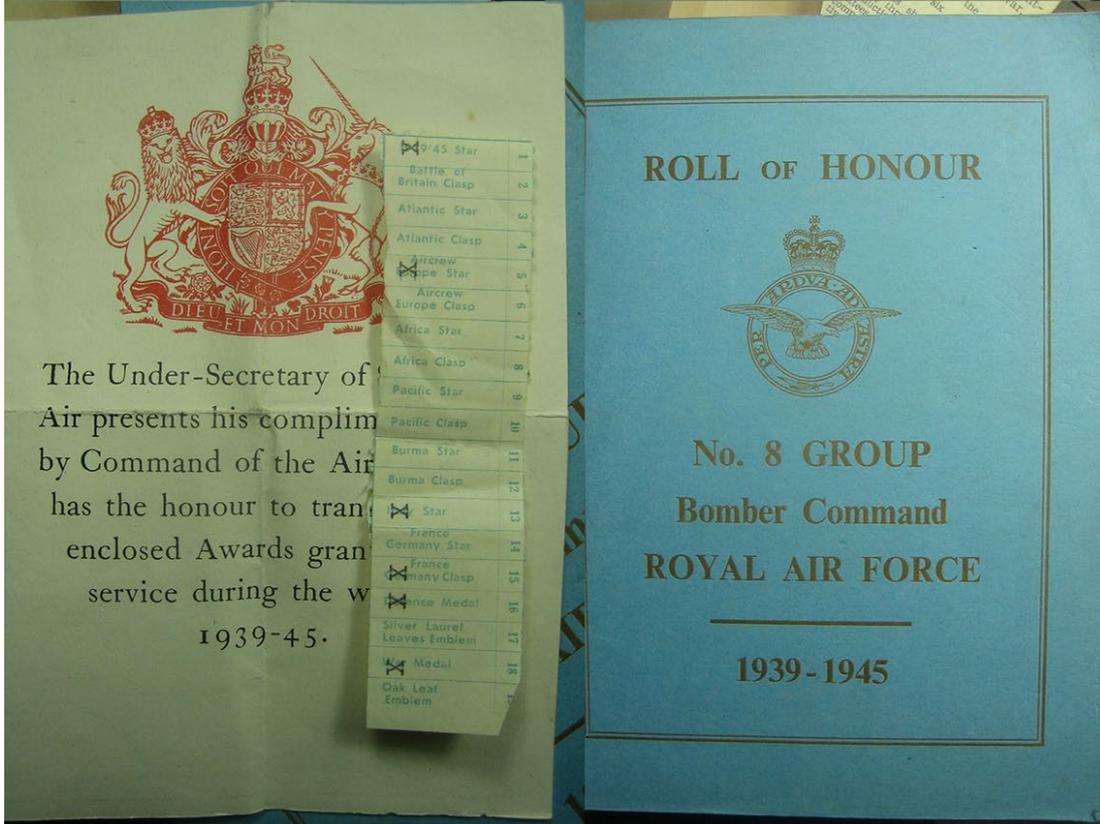
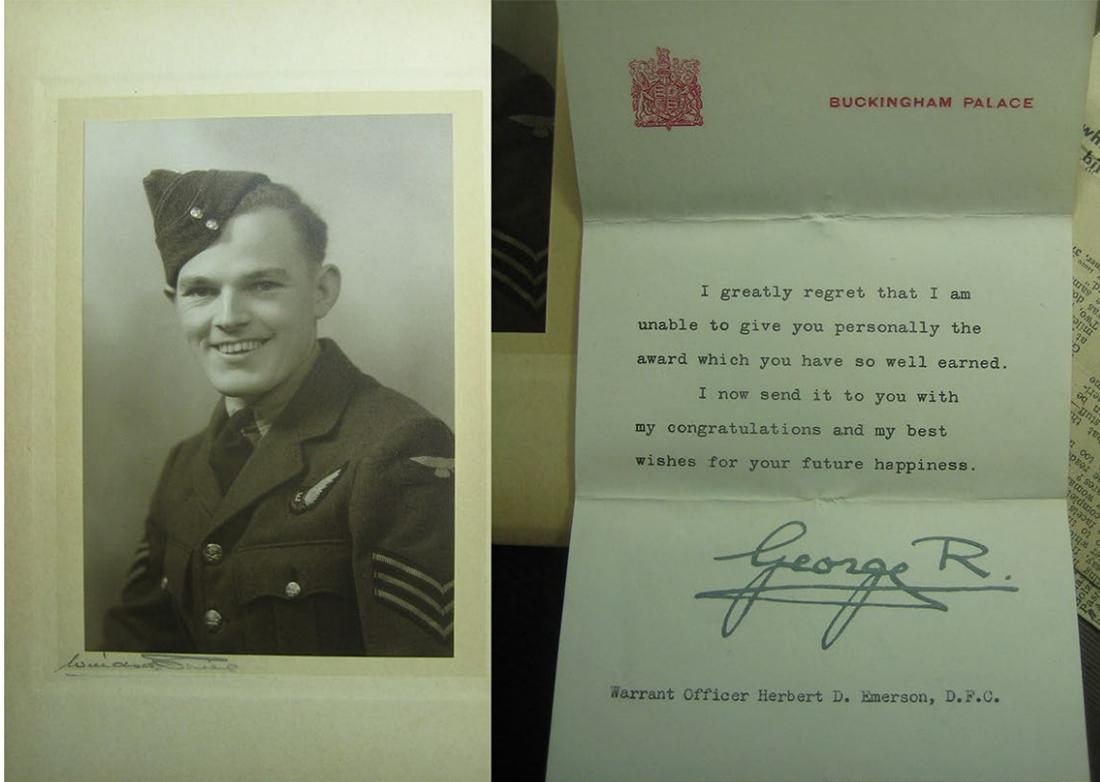
	Sgt. Foster, W.				
Lancaster "R" J.A. 686	P/O. F.C. Allcroft DFC	1 x 4,000' HC.	19.47	03.45	Bombed 00.01 hrs. 14,000' 070° M. 140 knots. No cloud, some haze, fair vis. 2 reds at 00.01 hrs on which we bombed. Red T. Is satisfactory but greens somewhat scattered.
	Sgt. Emerson, H.D.	10 x 500 GP. LD.			
	F/S. Gatesman, F.V.	1 Flare R/G.			
	P/O. R.P. Watts	Main Force			
	Sgt. Ellwood, R.				
	W/O. Ikin, F.R.				



IN ADDITION TO THE MEDALS THE GROUP CONSISTS OF:

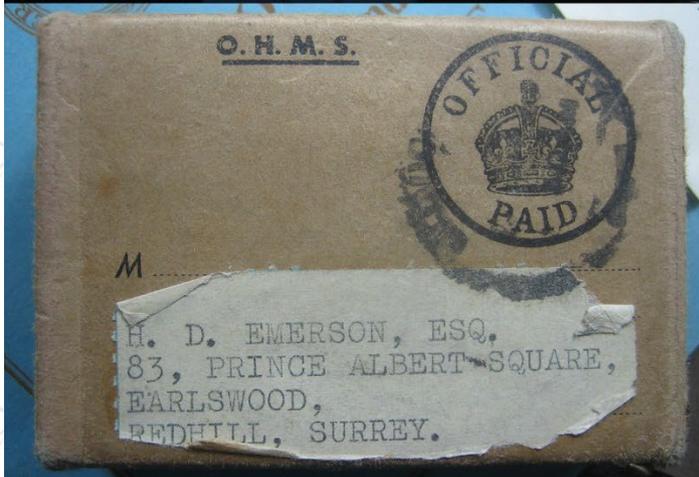
- 1) DFC in case of issue, this in its postal envelope with card packing, addressed to W/O Emerson with named Buckingham Palace forwarding letter.
- 2) Campaign medals in Air Ministry named card box of issue, with Under-Secretary of State for Air enclosure slip and ticker tape showing entitlement
- 3) Portrait photograph of Emerson in Flight Sergeant uniform 25.5 x 18cm. Named and addressed to reverse. Also 'Bomber Command PF' which suggests taken whilst with 83 PF Squadron.
- 4) Framed 138 Squadron photograph of aircrew in front of Lancaster 20 x 37cm
- 5) Roll of Honor booklet for No8 Group, Bomber Command RAF 1939-45

6) Five pages from photograph, scrap album. One page with four photographs, including Emerson's crew in front of Lancaster, March 1943. The remaining pages (nine sides) consisting original news cutting of missions Emerson took part in. most with added notes in ink 'I WAS THERE' with actual dates of sorties added, along with the odd correction and target. These all date from 1943 and are for sorties with 207, 106 and 83 PF Squadrons. Hugely interesting and can be compared to his sorties in research.



Copied Research, including:

- 1) DFC recommendation, along with list of 36 sorties up until the date of recommendation; his first sortie with 49 Squadron missed off in error. Also Operational log for 195 Squadron in 1945 (all photo copies)
- 2) Emerson's service papers, giving full service details (digital)
- 3) Full operational logs for 49, 207, 106, 195 and 138 Squadrons for the periods Emerson flew with each. (digital)
- 4) Extracted sorties from above, noting aircraft type/number, crew list and target for all of Emerson's 51 sorties September 1942- May 1945 (digital)
- 5) Two large books on 207 and 195 Squadron, detailing squadrons service in WW2
- 6) Emerson's fathers RAF service papers (digital)



The squadron did not participate in the attack against the Coking Plant and Benzol Plant at Heinrichshutte on the morning of the 18th although both No.186 and No.218 (Gold Coast) Squadron did. It was another welcome breather after a hectic week on operations. On March 19th the Consolidated Coking Plant at Gelsenkirchen was again pinned up on the crew's noticeboard at Wrating Common, 79 Lancasters would be involved. Leading the entire force would be No.195 Squadrons commanding officer, W/Cdr D.H Burnside DFC. His crew were all battle hardened veterans with a wealth of operational experience. The nine-man crew were 2nd pilot, F/Lt G.E Thompson (38 Ops) Navigator, F/O J.J Reynolds (38 Ops), 2nd Nav F/O J.D Burford (27 Ops), Wireless Operator, F/O H.B Hamilton (38 ops) Flight Engineer, W/O H Emerson (31 Ops), Bomb Aimer F/Sgt H.J Harper (35 Ops) Mid Upper Gunner, Sgt J.R Versey (36 Ops), and Rear Gunner Sgt M.S Muldoon (34 Ops). The crew departed at 12:44 hours aboard Lancaster HK771 A4-Q, the commanding officer had chosen to accompany F/Lt G.E Thompson and crew, at the time they were one of the most qualified and experienced on the squadron. They were joined by 2nd navigator, F/O J.D Burford's who usual flew with F/Lt A.L Bird. They sat the operation out.



Sergeant Arthur Alfred Van Doorn was a Londoner despite his name. Arthur's father and mother stowed away to come to England from the Netherlands in the 1890's. Sergeant Doorn flew with Flying Officer K.Fitton RNZAF.

The Deputy Group Leader role was given to F/Lt L.W Thorne and crew aboard Lancaster PP665 A4-V. What followed was at best shambles. Weather conditions over England would once again intervene and cause confusion. Towering banks of cloud reaching up to 10,000 feet over the rendezvous point above Tonbridge meant that what should have been a reasonably simple forming up process became chaotic due to individual squadrons disregarding the briefed forming up procedure. Despite W/Cdr Burnside's DFC best endeavours, a disorganised formation finally headed towards Beachy Head. With No.31 Base leading, the 79 Lancasters made up from both No.31 and No.32 Base eventually crossed the English coast and set off across the Channel. Ahead of them was a towering mass of clouds, it was these that proved the formations undoing. Somehow in amongst the clouds, both base groups became separated. Eventually, on emerging into clear sky it was discovered that two squadrons, No.90 and No.149 Squadron had manoeuvred itself in front of No.31 Base and was now leading the entire force. Realising their mistake and in an attempt to get back in position behind No.31 both squadrons orbited Brussels and again over Liege. However, some of the following formations simply followed not realising the mix-up that had unfolded. The crews did not appreciate this apparent detour and much criticism was unfortunately directed at the Group Leader.

As the formation passed south of Dusseldorf, the cloud began to break-up, and the flak increased. The Lancasters flying between 18,000 - 20,000 feet neared Gelsenkirchen in near-perfect weather, all the while the flak had intensified dramatically. Being the first over a cloud-free target and without the luxury of 'window' the forward formation was given a torrid time. Both barrage and box flak immediately had the correct height the forward formation was given a torrid time. Both barrage and box flak immediately had the correct height as hundreds of flak bursts punctured the sky amongst the bombers. Making their curved approach, the crews had no option than fly through what appeared to be an impenetrable wall of flak. The clear conditions had one advantage; it gave the crews the opportunity to assess the accuracy of the bombing. Regardless of the issues of forming up the squadrons carried out an extremely accurate raid in the face of intense opposition. Wing Commander Burnside DFC had successfully dropped his 4000 pounder and 13 x 500 pounders and single 250lb Puff Marker when Lancaster HK771 A4-Q shook under the impact of a flak burst. Having successfully marked and bombed the target W/Cdr Burnside had fulfilled the first part of his Group Leader role, it was now about crew survival.



A poor-quality photograph showing the then Flight Lieutenant Edward 'Bill' Talbot (3rd left) while operating with No.115 Squadron early 1944. He had previously served as a Glider Pilot and Instructor. He would complete 16 operations with 195 Squadron between October 1944 and March 1945. Bill was awarded a DFC post-war and bar to his DFC in 1958 for operations over Aden.

The damage to his aircraft was extensive, and to add to his troubles he was informed the 2nd Navigator had received a nasty wound to his leg. It quickly became evident that they would not reach the safety of England, a diversion to a recently liberated airfield seemed the wisest option given the injury to the navigator and battle damage. A Yellow flare was fired signaling that the crew was in trouble, contact was made with the deputy leader explaining their intentions. The flight engineer aboard the Lancaster was W/O Emerson. He describes the events.

Wing Commander Burnside accompanied the crew of F/Lt Thompson as first captain, Thompson acted as 2nd pilot. Flight Lieutenant Thompson sat alongside the Wing-co on the flight engineer's seat while I stood behind him next to the flight engineer's panel. The 2nd Nav was behind me with the navigator at the nav's table. They were separated from me by a small black curtain. The Wing-Co led the attack by our squadron, ours naturally became very intense with bursts all around us causing me to automatically 'duck' as the puffs burst neared us. I remember W/Cdr Burnside requesting me to stand as close to his seat as possible in case he was hit and had to be removed in a hurry as he resolutely continued onto the target.

The next thing I recall is that the aircraft was hit by flak the tearing of the aircraft skin by steel shrapnel in close proximity to one's own person, has an angry short aggressive metallic sound of its own, which I cannot find words to describe adequately. I immediately turned to look at the flight engineer's panel and noticed the offending wires and at this point I noticed that the fuel gauges were not operating. I was just wondering what other electrical systems were affected when the navigators voice came over the intercom to report to the

captain that the 2nd nav had been hit. I immediately ducked up the small black out curtain to see what was wrong and the 2nd nav was lying back, his face distorted. I then noticed that the supply oxygen tube leading to the tube on his mask had been severed. My first thought was that his face was distorted solely through lack of oxygen due to the height we were flying. It was imperative that his oxygen supply be reconnected. Accordingly, I connected the 2nd nav to my supply, whilst I grabbed a portable bottle to which I connected myself. I was then that it became fully apparent that the 2nd nav had been wounded in the leg. I reported to the captain over the intercom the position regarding the oxygen supply. I squeezed myself on the floor of the cockpit and moved along the cramped space between the side of the aircraft and the nav's table. I had to disconnect myself from the intercom and with sign language with the wireless operator I managed to arrange him to the oxygen supply over the rest bed located behind his position. We managed to manoeuvre the 2nd nav over the main spar to the rest bed and connect him to the oxygen supply, while the wireless operator reconnected to his own. While this was all going on, I had to keep an eye on the gauge on my portable oxygen bottle to make sure I did not run out. I managed to squeeze back to the flight engineer's position, and I was relieved to reconnect myself to the oxygen supply point.

I cannot recall how long all this action had taken place, but it seemed ages to me and while I had been off the intercom the nav had taken over the 2nd nav's job on the run up to the target. When I came back on the intercom, I reported to the captain the fuel gauges were unserviceable, he asked how much fuel I thought we had when the rear gunner remarked that he believed that we were losing fuel from both wings. After a short discussion with the captain, it was obvious that no reliable assessment of the remaining fuel could be made. The captain then checked all the instruments and controls in the cockpit and found he had lost control over the starboard outer engine revs. After further deliberation and discussion with myself and F/Lt Thompson and bearing in mind we had wounded aboard, he spoke to the deputy leader behind us and informed him of our position and that he intended to land at the nearest airfield at Brussels and told the Deputy to get the force home. We then approached Brussels aerodrome where the captain on approach requested an ambulance to be ready on landing to attend our wounded navigator. On landing he was quickly driven away; we got out of the aircraft and inspected the damage. Both fuel tanks jettison trunks were hanging down having blown out of the wings by the force of the flak explosions. An inspection of the bomb bay revealed flak damage to the cable which I presumed were throttle cables to the starboard outer engine. Otherwise, the Lancaster's skin was pierced in numerous places. I later learnt that the aircraft was inspected and was considered a 'write-off' due to the damage. We learnt later that day that the nav was recovering satisfactorily in hospital. We were given permission to visit Brussels that night and I remember spending that night in a small cafe/bar, until we returned to our quarters. The next day we were flown home to Down Ampney in a Dakota.

It had been a masterly piece of flying by W/Cdr Dudley Burnside DFC getting his crew down safely at Brussels. Despite all the setbacks the raid was accurate, cookies and mixed HE bombs loads were seen to explode all over the aiming point and surrounding area. Flight Lieutenant K.A Sidforth reported, 'concentration of bombs very good' while F/O C.I Hopkins recorded, 'Saw railways, waterway and factories, on edge of target. Two large explosions, a very good attack.' These views were not just confined to the squadron, No.186 and the usually critical No.218 Squadrons were equally vocal in their enthusiasm. The accuracy was at a cost, 47 Lancasters reported flak damage on return, almost 60% of the force. An alarming 14 crews of No.195 Squadron reported damage upon return. It had been yet another bruising encounter with the German flak gunners. Apart from W/Cdr Burnside, there was a catalogue of damage. Lancaster PB790 A4-E flown by F/O A.R Preston, was badly hit, he was forced to feather his starboard outer engine and lost his entire starboard elevator. Flight Sergeant E Steggal RAAF at the controls HK687 JE-S also had to feather his starboard outer engine, his fuselage was badly holed, and the starboard inner engine cowling was blown off. Flight Lieutenant L.W Thorne's Lancaster PP665 A4-V looked like a colander, over 40 holes were counted along the fuselage. Making his debut on the squadron was Squadron Leader J.F Booth DFC, who accompanied F/Lt Thorne as 2nd pilot. Flight Lieutenant T.W Fanning had his mid-upper turret smashed aboard Lancaster HK759 A4-M as did F/Lt G.F Bale DFC flying NN755 JE-E, he lost two turrets, the rear turret being shattered.

R.A.F. POUND RAIL LINKS TO NORTH ITALY
HEAVY ATTACK NEAR MONT GENIS TUNNEL
 I WAS THERE 12/14/42
 I WAS THERE 12/14/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

RAF BLAST HUGE HUN CHEMICAL PLANT 23/9/42
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

Strong Attack By R.A.F. On Naval Base
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

'Heart' of Stettin laid waste by R.A.F.
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

100 ACRES HAVE GONE
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

RAF step up the bomb loads
DUISBERG IS ATTACKED 'IN GREAT STRENGTH'
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

10,000 TONS HIT ESSEN
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

BIGGEST RAID BY FOUR-ENGINE BOMBERS
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

RAF step up the bomb loads
DUISBERG IS ATTACKED 'IN GREAT STRENGTH'
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

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 HEAVY ATTACK NEAR MONT GENIS TUNNEL

RAF step up the bomb loads
DUISBERG IS ATTACKED 'IN GREAT STRENGTH'
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

Dusseldorf Gets 2,000 Tons In Heaviest Raid Of All Time
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

Dusseldorf's 2,000 Tons
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

RAF step up the bomb loads
DUISBERG IS ATTACKED 'IN GREAT STRENGTH'
 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL

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 I WAS THERE 23/9/42
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 I WAS THERE 23/9/42
 I WAS THERE 23/9/42
 HEAVY ATTACK NEAR MONT GENIS TUNNEL



RAF BOMBERS COMMAND PROFILES
207 SQUADRON
 "Always prepared"

STRONG BY SPEED
 No.195 Squadron and the War Against Hitler's Germany
 STEVE C. SMITH

CHRIS WARD
 Raymond Cyrus Owen

What it is like to bomb Berlin—famous broadcast of the remarkable journey of D for D

BERLIN—ORCHESTRA OF LIGHT AND FLAME

I WAS THERE 24/1/43 to 2/12/43
The white fires turned red, merged and spread

'STEADY, LADS, WE'RE CONED'

By EDWARD R. MURROW

London commentator for the Columbia Broadcasting System, who placed the manuscript of his broadcast to America last night at the disposal of the Daily Express.

LAST night some of the young gentlemen of the R.A.F. took me to Berlin. The pilot was called Jack. One day while we were waiting for the weather he drove me across a bit of England through small villages with grey stone houses marching straight on each side of a small common.

We passed innumerable airfields, and at about the fourth he remarked: "It's a pity; not one but would make two good farms."

He explained that night bombing was really rather simple—there wasn't much real danger.

And then we passed a field, and Jack remarked: "Last winter one of our crews baled out just over there, in a snow storm. When their parachutes opened it looked off their boots, and they had to walk home in the snow."

And he added, by way of reassurance: "Now each time I fly in my bomber for a man would have no chance of making it home from Germany without his parachute."

He went out and stood around a big black four-wheeled Land Rover D-Dog. A small station wagon delivered a variety of coffee, chewing gum, an orange and a bit of chocolate for each man.

To in that part of England the air houses and throbs with the sound of aircraft motors all day. But for half an hour before take-off the store are dead silent and expectant.

"I have hovered over the airport, absolutely still as I faded into the wind. Jack, the tail-gunner, said: "It would be nice if we could fly like that."

Jack looked at the watch, moved toward the aircraft. Nothing was said, we all bobbed.

Down I found that gentleman's face in the green light flashed, and we were rising to a second stand of altitude.

The D-Dog started the engine, the wheels came off the ground, and we were rising to a second stand of altitude.

Another and started to fly in a circle, and I saw a flash of light in the sky. The D-Dog started the engine, the wheels came off the ground, and we were rising to a second stand of altitude.

We were out and stood around a big black four-wheeled Land Rover D-Dog. A small station wagon delivered a variety of coffee, chewing gum, an orange and a bit of chocolate for each man.

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"I have hovered over the airport, absolutely still as I faded into the wind. Jack, the tail-gunner, said: "It would be nice if we could fly like that."

Jack looked at the watch, moved toward the aircraft. Nothing was said, we all bobbed.

Down I found that gentleman's face in the green light flashed, and we were rising to a second stand of altitude.

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4,000 TONS OF BOMBS ON GERMANY IN 24 HOURS

I WAS THERE 24/1/43
TARGET FLARES GUIDED R.A.F.

By Air Cmdr. HOWARD WILLIAMS, Daily Telegraph Air Correspondent

Some 4,000 tons of bombs have been rained down on Germany within 24 hours. On Wednesday night the R.A.F. followed up the great daylight attack on Wilhelmshaven by the United States Eighth Air Force with a heavy raid on Dusseldorf, important German arms town.

It was a concentrated blow, and within 27 minutes Bomber Command aircraft had dropped 2,000 tons of high explosive and incendiary bombs and were flying back to base.

Over R.A.F. planes were over Cologne and Mosquitoes bombed Rottum and Eindhoven.

Nineteen of our bombers were shot down, and 100 men were killed. The raid also included and intruder patrol.

The local of 4,000 tons of bombs was dropped on Germany and Germany in a 24-hour operation.

Mr. Henry Alderman, secretary for War for the American daylight raid.

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'FORM TO EM

AS THERE 24/1/43

10-MILE FLIGHT TO AIRCRAFT TOWN

Every Heavy Attack": 44 Fail To Return

DEFYING bad weather, R.A.F. heavy bombers flew 750 miles through the night to make a heavy attack on Germany's key aircraft town of Kassel. Forty-four of them did not return.

Today's communique said: "The weather was bad along the route, but clear over the target, and first reports indicate that the attack was well concentrated. Another force attacked Frankfurt and Mosquitoes bombed targets in the Cologne area."

"Many night fighters were encountered and several were destroyed by our bombers. Mines were also laid in enemy waters. Aircraft of the Fighter Command on intruder operations destroyed enemy aircraft. A Fighter Command plane is also missing from these operations."

Berlin radio to-day said: "British bombers carried out a terror raid on Western Germany" and admitted heavy damage in Kassel and in Frankfurt.

It was the second largest-scale attack on Kassel this month, and the fifth time this week that our heavy bombers had attacked targets in Germany.

The first large-scale R.A.F. attack on Kassel was on the night of October 3, when 1,500 tons of bombs rained on the town's war factories in a concentrated attack.

Berlin a hell of light and flame

I WAS THERE 24/1/43

FROM PAGE ONE

will, the four propellers through the engine, and the engine will not start. The D-Dog started the engine, the wheels came off the ground, and we were rising to a second stand of altitude.

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24-hour Raids Spread A

2000 TONS ARE ON FRANKFURT

I WAS THERE 28/12/43

For a day and a half, practically without break, Allied bombers have been striking at target all over the Continent.

THE HIGHLIGHT WAS LAST NIGHT'S R.A.F. RAID ON FRANKFURT, WHEN MORE THAN 2000 TONS OF HEAVY INCENDIARY BOMBS WERE DROPPED.

Announcing this to-day, the Air Ministry communique added:

Bomber Command aircraft were over Germany in very great strength. First reports of the raid on Frankfurt, an important centre of chemical and armaments industries, indicate that the bombing was effective and large fires were left burning.

A secondary attack was made on Mannheim (Ludwigshafen) in Western Germany and in Belgium and mines were laid in enemy waters. Royal Canadian Air Force aircraft, operating with Bomber Command, attacked enemy shipping in the Channel.

Forty-two of our aircraft are missing.

This represents only a small percentage of the force.

Many hundreds of bombers were also in the air, and a large force of medium bombers, with positive fighters, were crossing and recrossing the South-east Coast in daylight this morning. As the raiding force returned another wave was sent.

ZERO HEIGHT

One squadron of Mosquitoes went out at zero height.

Later in the morning several further formations of Allied aircraft were crossing and recrossing the South-east Coast in daylight this morning. As the raiding force returned another wave was sent.

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Unhealthy light
As the D-Dog was shot with an incendiary white light, the sky was lit up. The D-Dog started the engine, the wheels came off the ground, and we were rising to a second stand of altitude.

The plane shrunk
AND then a strange thing happened. The aircraft seemed to shrink. The D-Dog started the engine, the wheels came off the ground, and we were rising to a second stand of altitude.

Rice on velvet
The D-Dog started the engine, the wheels came off the ground, and we were rising to a second stand of altitude.

Are you cold?
The D-Dog started the engine, the wheels came off the ground, and we were rising to a second stand of altitude.

Oxygen low
The D-Dog started the engine, the wheels came off the ground, and we were rising to a second stand of altitude.

Heading home
The D-Dog started the engine, the wheels came off the ground, and we were rising to a second stand of altitude.

Almost hit
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You're diverted
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