

S/L G. W. Wishart D.S.O D.F.C BAR

Navigator



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97 (Straits Settlements) Squadron Association by the
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References: 97 Squadron Operational Record Books 1939-1943

Achieve Your Aim by Kevin Bending

Mark Howard

2026

Approved
George R.I.



J.W. Weston-Amstrong

College of Arms,
January, 1939.

Chester Herald
and Inspector of Royal
Air Force Badges

Commanding Officers:

Wg Cdr D.F.Balsdon

Wg Cdr J.H.Kynoch

Wg Cdr J.H.H.Collier DSO DFC

Wg Cdr G.D.Jones DSO DFC

Gp Capt N.H.Fresson DFC

Wg Cdr E.J.Carter DFC*

Wg Cdr A.W.Heward DFC* AFC

Gp Capt P.W.Johnson DSO DFC AFC

(* denotes Bar)

Early in 1941, a large donation was made to the British Government by the Malay Straits Settlements for the purchase of some Avro Manchester bomber aircraft. In appreciation of this, 97 Squadron was authorized to assume the title of "97 (Straits Settlements) Squadron", and it was reformed in February 1941, at Waddington.

25th February 1941 97 Squadron was scheduled to operate from RAF Coningsby as part of 5 Group. The Squadron began to convert to using Lancasters in January 1942 and, in March of that year, 97 Squadron re-located to Woodhall Spa.

re-formed 25.2.41 as No.97 (B) Sqdn from nucleus provided by No.207 (B) Sqdn at: Waddington Feb 1941-Mar 1941

Coningsby : Mar 1941-Mar 1942

Woodhall Spa : Mar 1942-Apr 1943

Bourn : Apr 1943-Apr 1944

"A", "B" & "C" Flts detached to Gransden Lodge, Graveley & Oakington, respectively during Aug/Sep 1943.

Coningsby : Apr 1944 onwards

Aircraft flown by 97 Squadron

Avro Manchester : Feb 1941-Feb 1942

Avro Lancaster B.I and B.III : Jan 1942 onwards



List of Operations

Wishart, W.G.(Nav) Sgt

- 1.20/21 Dec 42 Duisburg (S/L Nind),
- 2.8/9 Jan 43 Gardening (S/L Nind),
- 3.16/17 Jan 43 Berlin (S/L Nind),
- 4.17/18 Jan 43 Berlin (S/L Nind),
- 5.27/28 Jan 43 Dusseldorf (S/L Nind),
- 6.8/9 Feb 43 Gardening (S/L Nind),
- 7.26 Mar 43 Duisburg (F/O Clayton),
- 8.27/28 Mar 43 Berlin (F/L Tew),
- 9.29/30 Mar 43 Berlin (F/L Tew),
- 10.14/15 Apr 43 Stuttgart (S/L Nind),
- 11.27/28 May 43 Essen (S/L Nind),
- 12.28/29 May 43 Wuppertal (S/L Nind),
- 13.21/22 Jun 43 Krefeld (S/L Nind),
- 14.22/23 Jun 43 Mulheim (S/L Nind),
- 15.24/25 Jun 43 Elberfeld (S/L Nind),
- 16.28/29 Jun 43 Cologne (S/L Nind),
- 17.12/13 Jul 43 Turin (S/L Nind),
- 18.27/28 Jul 43 Hamburg (F/L Covington),
- P/O 19.29/30 Jul 43 Hamburg (W/C Nind),
- 20.2/3 Aug 43 Hamburg (W/C Nind), 17/18 Aug 43 Peenemunde (W/C Nind) ret early,
- 21.23/24 Aug 43 Berlin (W/C Nind),
- 22.27/28 Aug 43 Nuremburg (W/C Nind),
- 23.31 Aug/1 Sept 43 Berlin (W/C Nind),
- 24.5/6 Sept 43 Mannheim (W/C Nind),
- 25.6/7 Sept 43 Munich (W/C Nind),
- 26.20/21 Oct 43 Leipzig (W/C Nind),
- 27.22/23 Oct 43 Kassel (W/C Nind),
- 28.3/4 Nov 43 Cologne (F/L Brill),
- 29.10/11 Nov 43 Modane (W/C Nind),
- 30.11/12 Nov 43 Cannes (W/C Nind),
- 31.25/26 Nov 43 Frankfurt (P/O Montgomery),

List of Operations

*F/L 32.20/21 Dec 43 Frankfurt (F/L Emerson),
33.23/24 Dec 43 Berlin (F/L Clarke),
34.14/15 Jan 44 Brunswick (F/L Owen),
35.20/21 Jan 44 Berlin (S/L Simpson),
36.21/22 Jan 44 Magdeburg (S/L Simpson),
37.28/29 Jan 44 Berlin (S/L Simpson),
38.30/31 Jan 44 Berlin (S/L Simpson),
39.15/16 Feb 44 Berlin (S/L Simpson),
40.19/20 Feb 44 Leipzig (S/L Simpson),
41.15/16 Mar 44 Stuttgart (S/L Simpson),
42.18/19 Mar 44 Frankfurt (S/L Simpson),
43.22/23 Mar 44 Frankfurt (S/L Simpson),
44.26/27 Mar 44 Essen (S/L Simpson),
45.30/31 Mar 44 Nuremburg (S/L Simpson),
46.11/12 Apr 44 Aachen (S/L Simpson),
47.20/21 Apr 44 La Chappelle (S/L Simpson),
48.24/25 Apr 44 Munich (S/L Simpson),
49.26/27 Apr 44 Schweinfurt (S/L Simpson),
50.28/29 Apr 44 Kjeller (S/L Simpson),
51.29/30 Apr 44 Clermon-Ferrand (S/L Simpson),
52.1/2 May 44 Toulouse (S/L Simpson),
53.7/8 May 44 Tours (W/C Simpson),
54.9/10 May 44 Annecy (W/C Simpson),
55.19/20 May 44 Amiens (W/C Simpson),
56.24/25 May 44 Eindhoven (W/C Simpson),
S/L 57.27/28 May 44 StValery-en-Caux (W/C Simpson),
58.31 May/1 Jun 44 Maisy (W/C Simpson)*

From Operational Record Books

20/21 December 1942 Duisburg

Local formation and bombing training, also day cross country. 9 aircraft detailed for ops against Duisburg. 6 aircraft successfully attacked town in weather conditions of good visibility and no cloud but slight ground haze. Some good results were seen and several large fires were seen to start in the town. 2 aircraft abandoned task owing to technical troubles and the remaining aircraft, P/O Eales, failed to return. No news has since been received.

W4355T S/L E.F.Nind, Sgts J.Pulford, W.Wishart, R.M.Nelson, Burr, P/O A.R.Poole, P.J.Thomas. 14 SBC. Up 1817 Down 2220. Primary target bombed. Own bursts seen. Several good fires starting, one very large – buildings seen in glow. Some flak opposition.

8/9 January 1943 Gardening – “Pumpkin” area – 4 mines

ED3230 S/L E.F.Nind, Sgts J.Pulford, W.Wishart, R.M.Nelson, W.Burr, P/O A.R.Poole, Sgt P.J.Thomas. Up 1827 Down 2346. Primary Pumpkin area. Veg planted in correct position. Pin-pointed Rosnaes. Rear gunner saw all four parachutes open and veg enter garden

16/17 January 1943 Berlin

12 Lancasters took off to attack an aiming point in Berlin. 11 claim to have bombed the target or target area, several large fires being seen many miles after leaving the city. There was little cloud over the target and visibility was moderate. One aircraft abandoned the mission at Mano, the rear turret being u/s.

W4355T S/L E.F.Nind, Sgts J.Pulford, W.Wishart, R.M.Nelson, W.Burr, P/O A.R.Poole, Sgt P.J.Thomas. 12 SBC. Up 1720 Down 0019. Believed primary objective bombed. Bombed area where incendiaries were seen burning on ETA. Marker bombs seen 4 minutes after bombing. Own bursts not seen. On leaving target, two largish fires were seen.

17/18 January 1943 Berlin – 1 x 4000lb 8 SBC

14 Lancasters detailed to attack Berlin – 11 aircraft took off and successfully bombed the target. Weather – moonlight and good visibility, slight haze. Two aircraft returned early due to technical troubles and one aircraft, Sgt Rowson, is missing. No news received after leaving base. Aircraft diverted owing to weather on return. Defence was heavier and many fighters seen.

W4355T S/L E.F.Nind, Sgts J.Pulford, W.Wishart, R.M.Nelson, Burr, P/O A.R.Poole, Sgt P.J.Thomas. Up 1717 Down 0122. Primary Berlin attacked. PFF late, we waited 20 minutes for them to catch up but none came. Ground conditions made pin-pointing difficult. Saw own bombs strike built up area. No fires of note. Defences were heavy.

27/28 January 1943 Dusseldorf – Bomb load 1 x 4000lb 12 SBC

9 aircraft took off to attack dusseldorf. 8 aircraft claim to have bombed the target and one aircraft, Sgt Robinson and crew are missing. Weather mainly 10/10ths low cloud, but several fires seen through the cloud. 5 more aircraft successfully mined the Nectarine area.

ED3230 S/L E.F.Nind, Sgts J.Pulford, W.Wishart, R.M.Nelson, Burr, P/O A.R.Poole, Sgt P.J.Thomas. Up 1733 Down 2224. Dusseldorf bombed. PFF a little late but we eventually sighted marker bombs and released our own load on the second. No ground detail could be seen owing to cloud but red glow was observed through cloud.

8/9 February 1943 Gardening – Danzig Bay – 3 mines

3 aircraft mined “Privet” area successfully. Two aircraft night cross country.

ED3230 S/L E.F.Nind, Sgts J.Pulford, W.Wishart, R.M.Nelson, Burr, P/O A.R.Poole, P/O L.G.Mussi. Up 1700 Down 0335. Veg successfully planted in primary garden. Visibility good. Positively identified mouth of the Vistula and made time run from there. No opposition encountered.

26 March 1943 Duisburg – Bomb load 1 x 4000lb 12 SBC unless stated

8 Lancasters detailed for ops – Duisburg. 7 aircraft claimed to have bombed marker flares. One aircraft bombed concentration of flak and searchlights. Weather was 10/10ths cloud over target. PFF appeared to have gone astray. No results were observed.

ED425E F/O R.F.Clayton, Sgts A.S.Palmer, W.Wishart, A.C.Newbegin, F/Sgt H.E.Mort, Sgts R.C.Haviland, P.O.Bone. Up 1902 Down 2350. Estimated Duisburg target attacked. 10/10ths cloud at 18,000'. Timed run made from green markers. No release point markers seen. Bombed estimated position of markers. Nothing observed.

27/28 March 1943 Berlin – Bomb load 1 x 4000lb 12 SBC unless stated

11 aircraft detailed for ops over Berlin. 9 aircraft claim to have reached and bombed the target. Two aircraft abandoned mission owing to lack of oxygen and engine trouble. Weather was ideal over the target.

ED425E F/L K.G.Tew, Sgts P.J.Roberts, W.Wishart, F/Sgt D.B.King, F/Sgt P.G.Cross, F/Sgt L.D.Blin, Sgt W.T.Saunders. Up 2017 Down 0245. Berlin attacked. Clear over target at 20,000'. Green TI markers in sights when we bombed. Own bomb bursts observed. Many fires were seen to break out and an orange glow was visible through cloud as we left target.

27/28 March 1943 Berlin – Bomb load 1 x 4000lb 12 SBC unless stated

11 aircraft detailed for ops over Berlin. 9 aircraft claim to have reached and bombed the target. Two aircraft abandoned mission owing to lack of oxygen and engine trouble. Weather was ideal over the target.

ED425E F/L K.G.Tew, Sgts P.J.Roberts, W.Wishart, F/Sgt D.B.King, F/Sgt P.G.Cross, F/Sgt L.D.Blin, Sgt W.T.Saunders. Up 2017 Down 0245. Berlin attacked. Clear over target at 20,000'. Green TI markers in sights when we bombed. Own bomb bursts observed. Many fires were seen to break out and an orange glow was visible through cloud as we left target.

29/30 March 1943 Berlin – Bomb load 1 x 4000lb 12 SBC unless stated

9 Lancasters detailed for ops – Berlin. 8 aircraft reached the target and bombed the PFF markers. Weather conditions good. The remaining aircraft, captained by F/O Norton, crashed near the aerodrome on return. All the crew were killed. It is presumed that this aircraft successfully bombed the target.

ED425E F/L K.G.Tew, Sgts P.J.Roberts, W.Wishart, F/Sgt D.B.King, F/Sgt P.G.Cross, F/Sgt L.D.Blin, Sgt W.T.Saunders. Up 2146 Down 0507. Primary objective attacked. Clear, good visibility. 21,000'. Built up area observed by light of TI markers.

14/15 April 1943 Stuttgart – Bomb load 1 x 4000lb 12 SBC unless stated

6 Lancasters detailed to attack Stuttgart. Two aircraft did not take off owing to the sickness of the captains in both cases. The remaining four aircraft claim to have reached and bombed the target. The raid has the appearance of being a very successful effort. Weather clear.

ED816Z S/L E.F.Nind, Sgts P.J.Roberts, W.Wishart, R.M.Nelson, G.F.Gower, F.Sgt W.Broomfield, P/O L.G.Mussi. Up 2218 Down 0422. Primary objective Stuttgart attacked 15,000'. Fine, hazy and smoke. Made run towards three green TI markers which had gone by the time aircraft reached target. Faint green TI in sights when we bombed. Good concentration of fires seen.

27/28 May 1943 Essen – Bomb Load 1 x 4000lb, 4 x 1000lb, 6 x 500lb

16 aircraft detailed for ops, 8 aircraft being Path Finders were later cancelled and one aircraft did not take off owing to turret being u/s. The remaining 7 aircraft attacked Essen which was considered well concentrated in good weather. All aircraft returned to base.

ED867S S/L E.F.Nind, Sgts M.I.Robertson, W.Wishart, R.H.Nelson, G.F.Gower, F/O E.A.Adams, P/O L.G.Mussi. Up 2238 Down 0348. Primary target Essen attacked. 19,500'. 8/10ths cloud, visibility poor. Red with green and white flare TI markers in sight when bombs released. Good concentration of fires seen burning around markers and one very large.

28/29 May 1943 Wuppertal – Bomb Load 4 x TI, 1 x 4000lb, 6 x 1000lb unless stated

One aircraft on dusk and dark landings – duty carried out.

ED869S S/L E.F.Nind, Sgts M.T.Roberts, W.Wishart, R.H.Nelson, G.F.Gower, F/O E.A.Adams, P/O L.G.Mussi. Up 2300 down 0434. Wuppertal attacked. 18,700'. Dense smoke. Bombs released on centre of cluster of green TI markers. Own bursts not observed but many others seen in target area. Many big fires raging – well grouped round marked area.

21/22 June 1943 Krefeld – Bomb Load 5 x TI, 1 x 4000lb, 6 x 1000lb unless stated

15 aircraft detailed for ops. All attacked target Krefeld successfully and returned safely to base. Visibility was good with $\frac{3}{4}$ moon and only a small amount of cloud. Bombing was concentrated and towards the end of the raid, large and fierce fires were reported.

ED869S S/L E.F.Nind, Sgts Robertson, W.Wishart, F/L Sanderson (2nd Nav), Sgts R.M.Nelson, F/Sgt A.Tomlinson, F/O E.A.Adams, P/O L.G.Mussi. Up 2345 Down 0337. Target Krefeld bombed. 19,200'. Visibility good. Bombs released on concentration of red TI markers. Fires were seen to be well concentrated around markers. Glow could be seen from coast.

22/23 June 1943 Mulheim – Bomb Load 5 x TI, 1 x 4000lb, 6 x 1000lb unless stated

17 aircraft detailed for ops. Target was Mulheim. Raid was quite successful and several large explosions were reported. Weather was good. 1 aircraft, Captain P/O Armstrong, failed to return. No news received after aircraft left base.

ED869S S/L E.F.Nind, Sgts P.J.Roberts, W.G.Wishart, R.M.Nelson, G.F.Gower, P/O E.A.Adams, P/O L.G.Mussi. Up 2313 Down 0331. Target Mulheim bombed. Low cloud over target area. Visibility poor. 19,800'. Load released on single red TI marker. Some good red fires were seen starting up. A large explosion seen at 0128 hours on way in.

24/25 June 1943 Elberfeld – Bomb Load 5 x TI, 1x 4000lb, 6 x 1000lb unless stated

14 aircraft detailed to attack Elberfeld. Sgt Montgomery returned early – ASI u/s. Remainder bombed target, large fires developed which were reported to be seen from the Dutch coast. A dark night but visibility was good with little cloud. 1 aircraft, F/L Moore is missing. No news received. The Squadron Navigation Officer was in the missing aircraft.

ED869S S/L E.F.Nind, Sgts P.J.Roberts, W.G.Wishart, R.M.Nelson, G.F.Gower, F/O E.A.Adams, P/O L.G.Mussi. Up 2251 Down 0322. Target Elberfeld attacked. 19,000'. Broken cloud in Ruhr area. Dark. Red TI marker burning on ground in bombsight when load dropped. Well concentrated fires seen in marked area. One big explosion at 0117 hours.

28/29 June 1943 Cologne – Bomb Load – 4 x TI, 1 x 4000lb, 6 x 1000lb unless stated.

Some beam flying and tests during morning. 14 aircraft detailed for ops. 1 aircraft abandoned mission – Sgt Montgomery – CS Unit of port outer u/s. Target was Cologne. Mainly 10/10ths cloud and bombing was carried out by means of sky markers. Glow of fires seen through cloud. 1 aircraft failed to return – F/L Seward – no news received since aircraft left base.

ED869S S/L E.F.Nind, P/O G.de Wesselow (2nd Pilot), Sgts P.J.Roberts, W.G.Wishart, R.M.Nelson, G.F.Gower, F.Strange, P/O L.G.Mussi. Up 2246 Down 0321. Primary objective Cologne attacked. 19,000'. 10/10ths cloud. Bombed on ETA. No markers observed until well after bombing. Own TIs not dropped. No ground results observed.

12/13 July 1943 Turin – Bomb Load – 2 x TI Red, 2 x LBTI Red, 1 x 4000lb, 4 x 500lb

19 aircraft detailed to attack Turin. One aircraft, F/Sgt Evans suffered damage from unknown cause, possibly a collision and had to abandon mission. Another jettison bombs and returned early owing to petrol shortage. The remainder all attacked the target successfully. The built up area and other landmarks being identified visually. Fires were large and explosions seen in target area. A circuitous route had to be followed and the aircraft left and returned to this country in daylight.

ED869S S/L E.F.Nind, G/C N.H.Fresson (2nd Pilot), Sgts P.J.Roberts, W.G.Wishart, P/O R.M.Nelson, Sgt G.F.Gower, S/L Allan, F/Sgt G.Pearce. Bomb load as F/L Rodley. Up 2233 Down 0814. Bombed Turin from 14,000'. 4000lb bomb seen to burst in built up area in immediate vicinity of aiming point. Visibility good, moon low on horizon. No cloud. Bombed on red TI which was confirmed visually after bombing.

27/28 July 1943 Hamburg – Bomb Load 1 x 4000lb 4 x 1000lb unless stated

Day cross country, night flying tests and beam. 20 aircraft detailed for ops with two reserves. Target being Hamburg. Another very heavy and successful attack. The defences were stronger than previous raid but weather was good. Many fires seen, some still burning from previous raid. 13 of these aircraft were markers and 4 Main Force.

JA716V F/L I.W.Covington, F/O G.de Wesselow (2nd Pilot), F/Sgt T.Lancashire, P/O W.G.Wishart, Sgts S.Powell, O.Ramsden, F.Jackson, J.McKnight. 1 x 4000lb, 10 x 500lb. Up 2158 Down 0325. Primary target successfully attacked. 18,500'. Hazy – no cloud. Fires from previous raid were still burning. Bombed centre of concentration of yellow markers. One large explosion seen at 0059.

29/30 July 1943 Hamburg – Bomb Load 6 x TI, 1 x 4000lb, 3 x 1000lb unless stated

More fighter affiliation and air tests. 21 aircraft detailed to attack Hamburg again. 17 of these being markers 4 Main Force. Weather hazy over Hamburg, searchlights very intense, signs of co-operation with enemy fighters. Heavy flak less in evidence than on previous raids. All aircraft successfully located and bombed target except for two crews – P/O Shnier and F/Sgt Marks who are missing – no news received since leaving base.

ED869S W/C E.F.Nind, Sgt P.J.Roberts, P/O W.G.Wishart, P/O R.M.Nelson, Sgt G.F.Gower, F/L Mottram (?), F/O L.G.Mussi. Up 2217 Down 0327. Hamburg attacked. No cloud, visibility fair. Ground haze. Bombed centre of cluster of green TI markers – none actually in bombsight. Terrific explosion at 0055. Many new and old fires observed.

147583 P/O W.G.Wishart GDN To this unit as an officer 17.7.43

2/3 August 1943 Hamburg – Bomb Load 5 x TI, 1 x 4000lb, 3 x 1000lb unless stated

Bombing training, NFTs, dual circuits and landings. 20 aircraft detailed for ops against Hamburg. 2 aircraft failed to take off due to technical troubles. 12 aircraft detailed as markers and 6 on main force. Moderate accurate predicted heavy flak to 20,000'. No searchlights operating. Thunderstorm with cloud up to 30,000' in target area. Results were not seen owing to cloud and were considered rather scattered. All aircraft returned to base

ED869S W/C E.F.Nind, F/Sgt P.J.Roberts, P/O W.G.Wishart, P/O R.M.Nelson, Sgt G.F.Gower, F/L L.G.Mussi, F/L McKinna. Up 2302 Down 0358. Primary abandoned. Bombed gun position Wesermunde. Dark. 10/10ths cloud 19,000'. Unable to get through cloud and lightning. Own bomb flashes and gun flashes seen.

17/18 August 1943 Peenemunde – Bomb Load 16 Flares, 4 x TI, 1 x 4000lb, 3 x 1000lb unless stated

Cross countries, air firing and bombing. 20 aircraft detailed for ops and 2 aircraft reserve. Three aircraft did not take off. One returned early from the operation due to instrument failures. The remaining 16 aircraft attacked the target at Peenemunde in the Baltic. Weather was fine with small patches of cloud over the target area. Numerous bomb bursts were seen and buildings burning. Fires were seen in the distance on return. Many enemy fighters seen. All our aircraft returned safely to base.

JA923H W/C E.F.Nind, F/O Stevens (2nd Pilot), P/O W.G.Wishart, P/O R.M.Nelson, Sgt G.F.Gower, F/O E.A.Adams, F/O L.G.Mussi. Bomb load as P/O Munro. Up 2055 Down 0013. Task abandoned. Compasses inaccurate and navigation aids u/s.

23/24 August 1943 Berlin – Bomb Load 4 x TI, 1 x 4000lb, 3 x 1000lb

21 aircraft and one reserve have been detailed to operate against Berlin. Early briefing and take off at 0815 hours. 21 aircraft took off, 2 aircraft abandoned their sorties, in one case the rear turret was u/s and in the other the mid upper gunner was very sick. All the remaining aircraft attacked the target at Berlin. Large area of fires seen in target area after bombing and were well concentrated. Moon was just rising – no cloud and visibility good. W/Comdr Burns DFC was selected and acted as Master of Ceremonies over the target. Bundles of windows were dropped. P/O Fairlie and crew failed to return. Sgt Chatten was attacked by enemy intruder when over Norfolk and was shot down, the aircraft catching fire. All the crew baled out except for the mid upper F/S Kraemer (Aus) whose body was found later in the wreckage. Sgt Chatten landed safely, but was wounded from gunshot in the leg and ribs and was taken to Ely Hospital – he is progressing favourably. The remainder of the crew baled out safely and were uninjured beyond minor bruises. P/ Dawson was hit by enemy flak which damaged his aircraft. The brake pressure which was damaged caused the aircraft to overshoot beyond the roadway and into a cornfield on landing. The undercarriage did not collapse and there were no injuries, but the aircraft was made Cat A.C. The remaining aircraft landed safely at base. The raid was considered very successful – much damage reported.

JA966S W/C E.F.Nind, F/O Stevens (2nd Pilot), P/O Brown, P/O W.G.Wishart, P/O R.M.Nelson, Sgt G.F.Gower, F/O E.A.Adams, F/L L.G.Mussi. Bomb load as S/L Sauvage. Up 2034 Down 0328. Berlin attacked. 19,000'. No cloud, visibility good. Target identified visually and by TI markers. Bombed on red TIs – in bomb sight. No red spot fires seen, own brought back. Fires not started – none seen.

27/28 August 1943 Nuremburg – Bomb Load 4 x TI, 1 x 4000lb, 2 x 1000lb, 1 x 500lb

22 aircraft and one reserve detailed for ops tonight. 1 aircraft, F/L Jones did not take off due to last minute failures. There was not enough time left to transfer to the reserve aircraft. The remaining 21 aircraft took off to attack a target at Nurnburg. No moon, no cloud, visibility haze and smoke. Bombs were seen to burst in built up area – fires were beginning and glow was seen from about 100 miles away. F/Lt Robertson and crew and F/Sgt Pond and crew failed to return – the remaining aircraft returned safely to base. Intense flak was directed at markers. Red Star vereys were shot off by enemy fighters who seemed to do this on sighting or attacking bombers. Many aircraft were seen to fall at target and as far as Mannheim on return.

JA966S W/C E.F.Nind, F/O Steven (2nd Pilot), P/O Brown (3rd Pilot), P/O W.G.Wishart, P/O R.M.Nelson, Sgt G.F.Gower, F/O E.A.Adams, F/L L.G.Mussi. Bomb load as S/L Sauvage. Up 2115 Down 0411. Primary objective Nuremburg attacked. 18,000'. No cloud, no moon. Hazy. Bombed on concentration of red and green TI markers – in bomb sight. Saw several 4000 pounders burst within circle of red and green TIs.

31 August/1 September 1943 Berlin Bomb Load 4 x TI, 1 x 4000lb, 6 x 500lb unless stated

Squadron detachments again detailed 20 aircraft for ops. The target was an area in Berlin. Weather was 9/10ths cloud, visibility good, no moon. Bombs were dropped as detailed but too early for many results to be seen. Incendiaries were seen burning and scattered fires started. Moderate heavy flak rather more than on previous raid, when eased off searchlight and fighter co-operation was attempted. Many enemy aircraft seen. 4 aircraft and crews returned early., 3 due to crew personnel being sick and one due to mid upper turret u/s and intercom u/s. W/C Burns DFC and crew are missing, no news since being received. The remainder all returned to their bases. S/L Rodley's aircraft had the bomb aimer's panel shattered and a hole in the rear of the fuselage at Malenburg.

JA966S W/C E.F.Nind, P/O P.J. Roberts, P/O W.G.Wishart, P/O R.M.Nelson, Sgt Gadsby, F/O E.A.Adams, F/L L.G.Mussi. Up 2013 Down 0318. Target Berlin bombed. 18,500'. Considerable medium cloud. No moon. Visibility moderate. Bombed centre point between two red TI markers. Unable to observe results owing to cloud.

5/6 September 1943 - Mannheim

19 aircraft detailed to attack Mannheim – 15 of which successfully attacked the primary target and 4 returned early due to various technical failures. Weather – clear sky, visibility good, some haze. Bombing was concentrated and well placed. Fires seen to be taking hold and were visible for 100 miles on route home. The raid is considered to be well placed and effective. Defence, heavy flak moderate and some searchlight cones over town. Many enemy aircraft seen and several aircraft seen to fall in flames. All aircraft returned safely to base.

JB174S W/C E.F.Nind, P/O P.J.Roberts, P/O W.Wishart, P/O R.N.Nelson, F/Sgt G.F.Gower, F/O E.A.Adams, F/O L.G.Mussi. Up 1955 Down 0208. 6 x TI, 1 x 4000lb, 6 x 500lb. Mannheim attacked. Clear sky, ground haze, 16,000'. Built up area seen in light of flares and fires. Bombed on cluster of green TI markers – bomb bursts and explosion seen at 2301. Many well concentrated fires observed.

6/7 September 1943 - Munich

17 aircraft detailed for operations against Munich. 2 aircraft were withdrawn due to rear gunner being sick and engine trouble in the other aircraft. One aircraft returned early, the navigator being sick – oxygen supply u/s. The remaining 14 aircraft attacked Munich but owing to 9/10ths medium cloud, tops 12-14,000' – vis moderate, the results of bombing were generally unobserved. Reflection below cloud was seen of some HE bursts and glow of scattered fires. Moderate H/F inaccurate and many searchlights illuminating cloud. Fighters were very active. F/Lt Berridge's aircraft was damaged by enemy flak. Enemy aircraft made paths of three lines of seven flares each at regular spaces denoting route taken by bombers. One aircraft landed at Upper Heyford, the remainder returned safely to base.

JB174S W/C E.F.Nind, P/O P.J.Roberts, P/O W.G.Wishart, P/O R.M.Nelson, F/Sgt G.F.Gower, F/O E.A.Adams, F/L L.G.Mussi. Up 2011 Down 0443. 4 x TI, 1 x 4000lb, 2 x 1000lb. Primary target Munich attacked. 9/10ths cloud. 14,000'. Bombed on two red TI markers cascading into cloud. Only some scattered fires observed.

The under mentioned have been awarded the Path Finder Force Badge on the dates started:-

P/O W.G.Wishart 19.7.43

20/21 October 1943 – Leipzig

16 aircraft detailed for operations against Leipzig. 14 bombed the primary, one returned early and one aircraft, P/O Painter and crew, are reported missing. Owing to weather, reports are conflicting, some fires were seen and scattered incendiaries. It is doubtful whether all aircraft actually attacked the primary, the raid being scattered. Defence was reported as moderate. S/Ls seemed to assist fighters – one aircraft had three combats.

JB232U W/C E.F.Nind, P/O P.J.Roberts, P/O W.G.Wishart, P/O R.N.Nelson, F/Sgt G.F.Gower, F/L E.A.Adams, F/L L.G.Mussi. Up 1743 Down 0036. 7 x TI, 1 x 4000lb, 3 x 500lb. Target Leipzig attacked. 18,000'. No moon. 10/10ths cloud. Bombed on estimated centre of scattered incendiaries. No TIs seen. Own TIs brought back. No results seen owing to cloud.

22/23 October 1943 – Kassel

16 aircraft detailed to attack Kassel and two aircraft detailed to attack Frankfurt as spoof target, one of which returned early. The raid on Kassel was highly successful, 4/10ths cloud, tops 10,000', vis good, some haze. Marshalling yards were visually identified and many fires were seen. H/F was encountered, S/L cones – some scattered. Fighter opposition did not seem so active. 16 photos attempted. Fires were seen to start at Frankfurt. All aircraft returned safely

JB219R W/C E.F.Nind, P/O P.J.Roberts, P/O W.G.Wishart, P/O R.N.Nelson, F/Sgt G.F.Gower, F/L E.A.Adams, F/L L.G.Mussi. Up 1827 Down 2331. 6 x TI, 1 x 4000lb, 4 x 1000lb. Primary target Kassel bombed. 18,000'. No moon, no cloud, vis good. Built up area clearly seen in light of flares. Bombed on yellow TI markers. Too early on target for results.

3/4 November 1943 Cologne

NFTs and flying training in the morning. 16 aircraft detailed for operations tonight. P/O J.K.McAvoy DFM and Act W/O R.J.Williams reported POW (were missing with W/C Burns crew 31st Aug). F/Sgt T.Lancashire and F/Sgt S.Powell reported POW (were missing with F/L Covington's crew 10th Aug). Operations: 7 aircraft to attack Dusseldorf, 9 aircraft to attack Cologne. At Dusseldorf 6 aircraft bombed the primary target, 1 aircraft returned early due to turrets being u/s. The attack was made in good weather – clear sky, vis good, ground haze with slight to moderate H/F and L/F. S/Ls ineffective. Fighters not reported over target. Fires reported but generally the attack is considered scattered. At Cologne (spoof target) the attack was made in good weather. Defences – desultory, H/F and S/Ls mainly ineffective – no fighters reported. Ground detail was not seen owing to haze or smoke. 14 photos were attempted in all. All crews returned safely.

JA963Q F/L D.Brill, Sgt J.Stone, P/O W.G.Wishart, P/O R.Butler, Sgt H.Chappel, P/O G.J.Little, F/Sgt E.Battle. Up 1725 Down 2143. 1 x 4000lb, 6 x 1000lb, 5 x 500lb. Target Cologne attacked. 20,000'. Bright moonlight, no cloud, ground haze. Two red TI markers in bomb sight at time of bombing. Own bombs seen to explode, the last just overshooting red TI. No results observed.

10/11 November 1943 – Modane

Training programme detailed. Letter has been received by the next of kin of W/C Burns DSO DFC stating that he is in hospital in Germany. He has lost his right arm from the elbow downwards. Order was given by him for the crew to bale out, the aircraft being out of control and on fire. 18 aircraft detailed for operations tonight. Some flying and training in the morning. 18 aircraft attacked the primary target at Modane in good visibility and clear sky. Red TIs were well placed and bombed – incendiaries were reported very scattered round the area but generally a good attack is considered to have been achieved. Defences very slight. Most crews report seeing no flak or S/Ls and no fighter activity.

JB367S W/C E.F.Nind, P/O P.J.Roberts, P/O W.G.Wishart, P/O R.M.Nelson, F/Sgt G.F.Gower, F/L E.A.Adams, F/L L.G.Mussi. Up 2112 Down 0411. 8 x 1000lb. Primary Modane bombed. 14,300'. Full moon, no cloud, vis good. Target identified visually. Bombed on red TIs. 8 bombs seen to burst in line, 4 probably our own. Bombing seemed well on and around target.

11/12 November 1943 – Cannes

Operations detailed for tonight. 10 aircraft attacked the primary target at Cannes. Weather – full moon, clear sky, vis good. Fires reported – particularly the railway repair shop was to be seen on fire. An explosion was reported near the entrance to tunnel and another about the same area. Generally the raid is considered successful. Defences were very slight in target area – 3 light guns and two S/L to south. No fighter activity in target area. All aircraft returned safely to base.

JB637S W/C E.F.Nind, P/O P.J.Roberts, P/O W.G.Wishart, P/O R.N.Nelson, F/Sgt G.F.Gower, F/L E.A.Adams, F/L L.G.Mussi. Up 1836 Down 0221. 5 x TI, 6 x 1000lb. Primary Cannes bombed. 14,000'. Full moon, clear sky, vis good. Bombed on two red TI markers overlapping in bomb sight. Beach, railway and roads clearly identified. Bursts observed on railway and repair works. Fires increasing as aircraft left target.

25/26 November 1943 – Frankfurt

19 aircraft detailed for ops and night training cross countries which were carried out. The following signal has been received from AOC-in-C – “I have received the following message from the Secretary of State which please convey together with my reply to all ranks””My warmest congratulations to you and to all ranks serving under your command on two crushing attacks on the Nazi citadel. Berlin is not only the home of Prussian militarism and the capital of the Nazi government, but it is also the greatest single centre of war industry in Germany. Often before, your squadrons have hit it hard. The most convincing measure of this success has been the huge deployment of the enemy’s resources for its defence. Nevertheless your attacks these last two nights have reached a new level of power and concentration and have proved that however much he may marshal his guns, searchlights and fighters, the enemy cannot match your skill and determination of your crews.” AOC-in-C’s reply “On behalf of all ranks of Bomber Command I thank you for your encouraging message. The Battle of Berlin progresses. It will continue as opportunity serves and circumstances dictate until the heart of Nazi Germany ceases to beat.

Out of the 19 aircraft detailed for operations, which were to attack Frankfurt, three aircraft were withdrawn. Remainder bombed in 9/10ths cloud top about 1,800’ in thin layer – vis good. Defence – H/F moderate – barrage bursting 16-18,000’. S/Ls ineffective, some enemy aircraft fighter activity. First TIs were fairly well concentrated, later flares were seen wide of target and scattered bombing followed. Fires were scattered over an area of some 8 miles radius. Fires were seen reflected in the clouds from 40 miles away but a good concentrated attack was not achieved. F/L Brown (Can/USA) and crew failed to return. This crew was operating for the first time with this Squadron.

JB219R P/O D.A.Montgomery, F/Sgt R.C.Granger, P/O W.G.Wishart, P/O R.N.Nelson, F/Sgt J.Baker, F/Sgt S.N.Neill, F/O F.Woods. Up 0005 Down 0535. 4 x TI, 1 x 4000lb, 2 x 1000lb. Frankfurt attacked from 18,000’. 10/10ths cloud tops at 18,000’. Vis fair. Large explosion seen on cloud.

20/21 December 1943 - Frankfurt

19 aircraft detailed for operations tonight. 17 aircraft detailed to attack Frankfurt. One aircraft was withdrawn, one aircraft returned early due to rear turret u/s. One aircraft bombed last resort and 12 aircraft attacked the primary in 8/10th cloud top 10,000’ vis good. Identification of reports was not possible owing to cloud. Generally crews reported scattered TIs but some good fires which appeared early in the raid fairly concentrated. Defences slight H/F barrage. Two aircraft were detailed to attack Mannheim. One aircraft was withdrawn, the other attacking primary target. Concentration reported good, many fires burning. Defences H/F. All the above aircraft and crews returned safely to base

JB312Z F/L R.S.Emerson, F/Sgt J.Newell, F/L W.G.Wishart, W/O J.A.Bartholomew, W/O R.Dickie, W/O E.L.Wright F/Sgt G.W.Wood. Up 1730 Down 2214. 6 x 2000lb. Frankfurt bombed from 19,000’. 4/10ths cloud. Vis good. Nothing observed of progress of raid.

14/15 January 1944 – Brunswick

Training programme for today has been cancelled in lieu of tonight's operations for which 21 aircraft have been detailed, the target being Brunswick. The weather was 10/10ths cloud with tops from 5,000/8,000', visibility good. Defences slight H/F inaccurate and below, S/Ls ineffective. Fighters were very active from coast to target and on the return. No bombing results were seen but some scattered fires were reported. Markers were however scattered and no continuous concentration was achieved. F/Lt Stevens and crew, P/O Hodgson and crew are missing, nothing heard since.

ND346V F/L C.B.Owen, F/L P.J.Roberts, F/L W.G.Wishart, Sgts T.W.Leak, K.Knowles, K.Forrest, F/Sgt M.Hammet. Up 1707 Down 2145. 1 x 4000lb, 6 x 1000lb, 4 x 500lb. Primary target bombed from 19,800'. Vis fair. Target bombed on H2S. Glow of fires observed from a great distance away.

20/21 January 1944 – Berlin

21 Lancaster IIIs are detailed to attack Berlin. One aircraft returned early, also one bombed Brunsbuttin, oxygen failure. The remaining nineteen bombed the primary. Weather was 9/10th to 10/10th thin cloud at the commencement of the attack with good visibility. A fair concentration was achieved with early arrivals reporting incendiary bombs in built up area. Cloud thickened and no further results were observed although aircraft reported seeing glow of fires 100 miles from target. P/O Wakley and crew failed to return, no news since leaving base.

ND421S S/L J.Simpson, F/L P.J.Roberts, F/L W.G.Wishart, F/L R.M.Nelson, W/O J.P.Dow, F/L E.A.Adams, F/Sgt A.J.Croll. Up 1755 Down 0210. 4 x TI, 1 x 4000lb, 4 x 1000lb. Vis good over target. 10/10ths cloud. Bombs released on concentration of Wanganui flares which were well placed. No results observed.

21/22 January 1944 – Magdeburg

Heard definite news of the safe arrival in the UK of F/Lt Covington, F/Sgt Billows, F/Sgt Hesselden who were reported missing August 1943. Some ground training was carried out. Weather unfit for flying, no NFTs carried out for tonight's operations for 21 aircraft are detailed. 16 aircraft attacked the primary target Magdeburg with three bombing last resorts. One aircraft bogged on aerodrome and failed to take off. Weather was 1/10th to 7/10th cloud with good visibility but a little haze. Attack opened well and the target was kept well marked during the attack. Some aircraft identified town features and the main concentration appeared in built up area. The attack was considered to be very successful. Defences were slight to moderate barrage H/F and a few ineffective S/Ls, greater fighter activity was observed with fighter flares from coast in and out. One aircraft, F/Lt Roberts and crew failed to return.

JB728S S/L J.Simpson, F/L P.J.Roberts, F/L W.G.Wishart, F/L R.M.Nelson, W/O J.P.Dow, F/L E.A.Adams, F/Sgt A.J.Croll. Up 1950 Down 0220. 12 flares, 2 x TI, 1 x 4000lb, 2 x 1000lb, 4 x 500lb. Magdeburg bombed successfully from 17,000'. 9/10ths cloud over target. Bombs released on H2S. Large red explosion seen with black smoke billowing up. Glow from fires observed from 50 miles away.

28/29 January 1944 – Berlin

21 aircraft detailed to attack Berlin, 2 aircraft were withdrawn, 1 aircraft returned early due to "icing" conditions and one bombed Kiel owing to flak damage. Remaining aircraft attacked primary. Weather again 9/10th to 10/10th cloud with tops about 8,000'. And good visibility. There was continuous marking of the target, bombing was extremely concentrated and two violent explosions were observed. All indications point out to this attack being the most successful yet on the "Big City". Defences slight H/F focussed on marker flares, within increased fighter activity over target area, S/Ls were ineffective. P/O Van Raalte met considerable flak opposition over Kiel, aircraft sustained severe damage. F/Sgt Laurie, his rear gunner, was killed and aircraft returned to base on 3 engines. F/Lt Wilson and crew, P/O Allison and crew failed to return – nothing heard since.

JB728S S/L J.Simpson, F/L P.J.Roberts, F/L W.G.Wishart, F/L R.M.Nelson, W/O J.P.Dow, F/L E.A.Adams, F/Sgt A.J.Croll. Up 2350 Down 0730. 5 flares, 4 x TI, 1 x 4000lb, 4 x 1000lb. Primary target attacked successfully. 10/10ths cloud over target and bombed on H2S. Very good Wanganui concentration achieved. Large glow seen below cloud and flashes from a big explosion.

30/31 January 1944 – Berlin

Heard definite news of safe arrival in UK of P/O Williams, navigator of F/Sgt Johnson's crew, missing since November 1943. 21 Lancasters detailed for operations. All aircraft set out to attack target at Berlin with an early take off. Weather was 10/10ths cloud at 6-8,000', vis good. Defences reported slight H/F and L/F mostly directed at Wanganui flares. Fighter activity very pronounced over target area and two combats were reported. The first Wanganui flares were seen at 2013 hours and at zero hour many had been dropped in a good cluster which was well maintained until 2024 hours when it tended to fall back and scatter. TIs dropped were mostly lost in cloud. No results of bombing were seen and clouds were too thick generally to reflect any glow for crews to get any indication of results. Two crews, F/Lt Clarke and P/O Hart failed to return, no news has since been heard.

JB728S S/L J.Simpson, F/L P.J.Roberts, F/L W.G.Wishart, F/L R.M.Nelson, W/O J.P.Dow, F/L E.A.Adams, F/Sgt A.J.Croll. Up 1720 Down 2345. 5 flares, 4 x TI, 1 x 4000lb, 4 x 1000lb. Primary target attacked from 17,500'. Target located by H2S. Wanganuis well concentrated. No results of bombing seen.

15/16 February 1944 – Berlin

Flying and ground training as detailed. 24 aircraft detailed for operations. 17 aircraft took off to attack targets in Berlin in 10/10ths cloud tops 5/6000 feet and visibility good over target. Defences predicted H/F and L/F. Searchlights ineffective owing to cloud. The marking was kept constant and well concentrated, in most cases TIs were lost in cloud. No results were seen but a good glow reflected on clouds indicated a fairly good concentration and the glow was seen from 30 miles on route home. P/O McLean and crew failed to return from this operation. 16 photos attempted. The remaining 7 aircraft attacked Frankfurt-on-Oder about 50 miles away from Berlin. Weather was 10/10ths cloud tops 5/8000 feet, visibility good. Negligible H/F and L/F. Searchlights ineffective, no fighter activity. The target was well marked by TI green and a concentration of reds was maintained. A good glow was seen when on route home, otherwise no results were seen owing to cloud. 7 photos attempted. The raid on Berlin was considered very successful – over 1000 aircraft were employed on the night operations.

JB728S S/L J.Simpson, F/L P.J.S.Roberts, F/L W.G.Wishart, F/L R.M.Nelson, W/O J.P.Dow, F/L E.A.Adams, F/Sgt A.J.Croll. Up 1705 Down 2350. 1 x 4 flares, 2 LBTI Red, 2 x TI red, 1 x 4000lb. Berlin bombed H2S from 17,500'. 10/10ths cloud, vis good. Good concentration of Wanganui flares seen in later stages of raid. No results observed.

19/20 February 1944 – Leipzig

20 aircraft attacked Leipzig returning to base about 0630 hours. One aircraft returned early however, owing to the heating for the rear gunner being u/s. The remainder attacked from 19/22,000 feet in fair visibility above 10/10ths cloud tops 5/6000 feet. Defences, slight H/F. Searchlights ineffective in thick cloud. Fighters were active during whole trip in to target area and over target. 19 photos were attempted. The attack opened at 0354 hours followed by reds at 0354.05 hours with Wanganui flares. From thence the target was kept well marked with red TIs and Wanganui flares in good concentration until 0408 hours, when there appeared to be a gap in marking. At 0411 hours a Wanganui flare dropped and was quickly backed up, a further concentration being achieved until the attack ceased. Owing to cloud no results of bombing were seen and no glow of fires was seen owing to searchlight glow. It is considered that the attack will prove to be generally good. All aircraft returned safely to base. One aircraft bursts a tyre in landing. Reports show that a total of over 70 aircraft were lost on this raid, over 800 aircraft being detailed for the raid.

JB728S S/L J.Simpson, Sgt E.D.Rosenburg, F/L W.G.Wishart, F/L R.Nelson, W/O J.P.Dow, F/Sgt A.J.Croll, Sgt J.Benfell. Up 2340 Down 0626. 4 x flares, 4 x TI, 1 x 4000lb, 4 x 1000lb, 2 x 500lb. Weather at target 10/10ths cloud tops 6,000'. Vis good. Bombed at 18,500' with H2S. Too early for results to be seen.

15/16 March 1944 Stuttgart

24 Lancasters detailed for operations. Briefing took place, with Stuttgart for the target. The attack was made in good visibility with 10/10ths cloud, tops 8000'. Wanganui flares were seen at 23.09 and at the commencement the target appeared to have been well marked, but a second concentration soon built up wide of the original one. Gaps appeared in the marking, supporters were late with scattered bombing. From all reports it would appear to be a disappointing attack.

JB728S S/L J.Simpson, F/O Hannah, F/L W.G.Wishart, F/L R.M.Nelson, W/O J.P.Dow, F/Sgt Partos, F/Sgt A.J.Croll. Up 1935 Down 0240. 20 flares, 4 x TI, 1 x 4000lb, 2 x 1000lb. Weather over Stuttgart 10/10ths cloud, vis good. On approach to target to bomb, many incendiary bombs were seen from 5 to 10 miles south of Wanganui flares. Widely scattered bursts from HEs were seen.

18/19 March 1944 Frankfurt

21 aircraft detailed for operations – crews briefed, take off approx 21.15 hours. The attack was made in clear sky – visibility poor, hazy. Defences negligible – searchlights numerous to south of town, Frankfurt – fighter activity below average and only in target area. 18 photos attempted. Attack made from 12,800' to 21,500'. Attack on Frankfurt opened early and the timing was good, but poor visibility over target prevented identification by the visual marker and TIs were only occasionally seen glowing thinly through haze. In consequence most crews brought their TIs back. Some flashes from large bombs were seen in built up area and glow of incendiary bombs seen but no other results were generally seen. F/O Callan (NZ) and crew failed to return, no news has since been heard.

ND640S S/L J.Simpson, Sgt R.H.Lane, F/L W.G.Wishart, F/L R.M.Nelson, Sgt K.D.Knowles, F/Sgt J.Partos, F/Sgt A.J.Croll. Up 1925 Down 0045. 4 flares, 4 x TI, 1 x 4000lb, 630 x 4lb incs. Frankfurt bombed from 17,000'. On approach only three red TIs were down and about three Wanganuis some distance to south of town. Fires could be seen burning through haze.

22/23 March 1944 – Frankfurt

Some training was carried out in the morning and 14 Lancasters were detailed for operations tonight. Frankfurt was the target and the attack opened on time at 21.45. A fair concentration was achieved, timing was good, and marking was well maintained. Large fires were seen around aiming point and fires quickly extended with smoke rising to 10,000' and fires were visible 200 miles away. There was slight H/F, searchlights numerous but ineffective. Enemy fighter activity below normal. P/O Cooper and crew failed to return, no news having since been received. F/O Moroney and crew also failed to return, the last message heard was at 20.38 hours, position given as 53.21N 03.45E baling out.

ND640S S/L J.Simpson, Sgt R.H.Lane, F/L W.G.Wishart, F/L R.M.Nelson, W/O J.P.Dow, F/Sgt Partos, F/Sgt A.J.Croll. Up 1840 Down 2345. 20 flares, 4 x TI, 1 x 4000lb, 1 x 1000lb, 2 x 500lb, 1 red/yellow flare. Weather at Frankfurt 4-5/10ths cloud tops 8,000'. Vis good. No TIs observed before bombing. Wanganuis were seen to fall apparently into cloud. Owing to cloud results could not be observed.

26/27 March 1944 Essen

Flying during day and seven aircraft detailed for night cross country exercises. 6 aircraft detailed and briefed for tonight's operations. The aircraft took off in good weather to attack Essen. Weather at target 10/10ths cloud, poor visibility, H/F was slight. Bombing was from approx 19,000'. Red TIs were difficult to identify and only three aircraft brought back the TI greens. Opposition was weak, all returned safely to base. The night exercise was also carried out.

ND501M S/L J.Simpson, F/Sgt M.E.Putt, F/L W.G.Wishart, F/L R.M.Nelson, W/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 1955 Down 0015. 4 x TI, 1 x 4000lb, 6 x 1000lb, 2 x 500lb. Weather over Essen 10/10ths cloud tops 8-10,000'. Vis good. DR run from H2S fix. Cloud obscured observations and no TIs were definitely identified. Sky markers seen and they attracted little flak.

30/31 March 1944 Nuremburg

Some training was carried out prior to briefing. 14 crews were detailed to attack Nuremburg. Weather was 7 to 10/10ths cloud with tops varying from 10,000' to 20,000' with thick haze. 2 red TIs were seen to disappear under the cloud at 0103 hours. A cluster of skymarkers were observed at 0110, in a concentration east of Nuremburg with two others south of the city. The attack tended to become scattered towards the end, however, a large explosion was noted at 0113 hours. The flak was moderate to heavy, no searchlights. Fighters were up in great strength. Command experienced their heaviest night's loss in 96 aircraft. F/Lt Rowlands and crew and F/Lt Hyde and crew failed to return. P/O Edwards was badly shot up, returned safely.

ND529D S/L J.Simpson, W/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, W/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2215 Down 0530. 4 x TI, 20 flares, 1 x 4000lb, 1 x 1000lb, 2 x 500lb, 1 red/yellow flare. 10/10ths cloud over target tops 10,000'. Vis good. Attacked from 18,000' on H2S. 80 seconds before bombing a number of Wanganui flares were seen to fall and were well concentrated. Two red TIs were seen cascading through gap in clouds three seconds before bombing.

11/12 April 1944 – Aachen

Fighter affiliation, "Y" runs and air-to-air firing carried out. 10 aircraft detailed to attack Aachen for tonight's operation. Weather was 10/10ths cloud with tops 6,000/8,000 feet, good visibility. First red TI was seen at 22.40 and marking from then was constant and in a very good concentration. Several areas of fires were seen and generally the attack was well concentrated. Fires over the target could be seen by a Mosquito crew taking off from base at 22.50. There was slight H/F, S/Ls were negligible, also fighter activity.

ND746H S/L J.Simpson, W/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2040 Down 0015. 2 x TI, 12 x 1000lb HC. 7/10ths cloud over Aachen, tops 3,000'. Vis good. Bombed from 16,000' in centre of 4 red TIs. Own greens seen to cascade on reds and immediately more red TIs were seen to fall and all were in close concentration. Good marking was maintained.

20/21 April 1944 – Paris (La Chappelle Marshalling Yards)

15 aircraft have been detailed for operations. The raid was carried out against the marshalling yards at La Chappelle, Paris. The attack was made in clear weather. Fighters reported on route and flak over target more troublesome than expected. Green TI clearly seen by all aircraft. Flares dropped in tight cluster. VHF and 1196 generally failed over target, but success of operation unaffected. Very large petrol explosion and other minor explosions seen. The second attack on the northern AP followed same lines as first attack, with believed equal success. Two aircraft were damaged by enemy action. S/Ldr Leatherland and crew failed to return from the operation.

ND589D S/L J.Simpson, P/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2315 Down 0353. 3 flares, 6 x RSF, 8 x 1000lb MC. Target and weather as above. Identification by green TI. Bombed on RSFs seen quite clearly. Large explosion lighting whole countryside seen at approximately 0115 hours. Damage to aircraft – flak holes in tailplane, bomb doors and fuselage. Heard No 3 order “Bomb now”. After bombing discussed advisability of backing up. Agreed unnecessary as spot fires were standing up well throughout attack.

24/25 March 1944 – Munich

Training during day. 15 aircraft detailed for operations. The attack was made against Munich in clear sky and good visibility. Fighter activity between Augsburg and Munich, also later in attack. First yellow TI seen to cascade Datum point at 01.32 hours. Flares generally went down to time and straddled the town. B/U markers rather wide on East bank of river. Leader broadcast to bomb RSF but later when he saw slight tendency to seep back, dropped green TI to indicate correct marker and broadcast later in attack. Attack believed very successful. Good fires seen and well concentrated. Large explosion seen. Photographs confirm accuracy of marker. P/O Lasham landed on return at Tangmere, aircraft being damaged by flak, and short of petrol. Damage also caused by incendiaries from another aircraft. F/Lt Waugh and crew failed to return from this operation – no news having been received since take-off. Average time of sortie – 10 hours.

ND589D S/L J.Simpson, P/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2046 Down 0640. 12 x cluster flares, 1 x green TI no 4. Attacked in clear weather. Visibility good. H2S clear picture. Flares dropped on ? as target area not seen. After leaving target, two RSFs seen in centre of flares. Searchlights very numerous.

26/27 April 1944 – Schweinfurt

14 Lancasters detailed to operate against Schweinfurt tonight. Attack was carried out in good visibility – much fighter opposition and many aircraft seen to fall. Owing to change of wind the attack was late. First illumination unsatisfactory. Reserve flares better. First RSF fell too far south, second RSF assessed as accurate and backed up by initial B/U. Owing to smoke screen, red spot fires barely visible. All backers up and reserves called in to concentrate markers. Bombing believed accurately concentrated around the target area. Leader assessed Main Force as very good. All aircraft returned safely.

ND589D S/L J.Simpson, P/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, F/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2126 Down 0621. 1 x yellow TI, 1 x green TI, 12 x 500 incs. Weather clear. Attacked on RSFs. Illumination good, markers quite concentrated and bombing around them appeared to be good. Lost height due to searchlight and could not regain it in time to bomb from briefed height. Combat and aircraft losses took place on second half of leg D to E, both sides of track permanently illuminated with fighter flares.

28/29 April 1944 – Kjeller (Oslo)

15 Lancasters have been detailed to attack a Maintenance Depot at Kjeller just outside Oslo. The attack was made in clear weather from 6-10,000 feet. Opposition nil. Datum point markers accurate. Flares provided perfect illumination on time. The raid was highly effective – hangars and buildings were seen to blow up. Excellent photos of aiming points obtained. All crews returned safely.

ND589D S/L J.Simpson, P/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2104 Down 0425. 6 clusters 7" flares, 6 x 1000lb MC. Kjeller airframe factory located visually on fjords and buildings. Target properly illuminated but flares died out and reserve flares were called in. After R/T conversation between Controller and markers we were called in to bomb on RSF that had fallen through roof of target. Westerly target definitely well hit. No observation made of easterly one.

29/30 April 1944 – Clermont-Ferrand

15 Lancasters detailed to attack a factory at Clermont-Ferrand near Paris. The attack was made in good visibility from about 7,500 to 9,000 feet. First red spot fire seen in light of flares to be very accurate. Marking carried out promptly. Raid went according to plan and was well backed by Main Force, both 4000s and incendiaries. Operation was successful and good photos obtained. All returned safely to base.

ND739Z S/L J.Simpson, P/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2211 Down 0452. 6 clusters 7" flares, 8 x TI RSF, 3 x 4.5" recco flares. (BI Controller). No cloud, visibility good. First RSF fell on aiming point at approximately 0117.5 hours. The 8 RSF dropped by aircraft fell on the centre workshops. Bomb bursts and fires were seen covering whole target area. After attack finished the target appeared to be totally destroyed.

The following officers were permanently awarded the PFF Badge on the dates shown

A/F/L W.G.Wishart DFC GDN 9.4.44

1/2 May 1944 – Toulouse

Some training was carried out in the morning. That night 15 Lancaster aircraft were detailed for an attack on an explosives works at Toulouse. Our aircraft opened the raid by illuminating the target with 7" flares. Mosquito aircraft then located the actual aiming point, and marked it with Red Spot Fires, which were backed up by 97 Squadron aircraft. The Red Spot Fires were, unfortunately, at times obscured by smoke, but the great majority of aircraft managed to bomb the markers, and the raid was subsequently proved by PRU photographs to have been satisfactory. Three very violent explosions were observed during the raid. The weather was very good and opposition negligible. All our aircraft returned safely

ND589D S/L J.Simpson, P/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2144 Down 0512. 3 clusters 7" flares, 8 x TI RSF, 3 x TI green no 4, 3 x 4.5" rec flares. (Controller Target "B"). Located visually and by RSF. Attack opened about 4 minutes late. First datum point TIs incorrectly placed. Mosquito markers assessed as being out and so were asked to re-mark. Second RSFs assessed as ok. We backed up correctly. Later RSFs obliterated by smoke. Ordered Deputy to back up with further RSFs; these were lost in smoke so ordered another aircraft to bomb apex of "V" of smoke. Estimated 90% of Main Force bombed markers and remainder fires or smoke. Explosions (yellowish) at 0150 hours, (greenish) at 0152.5 hours. Attack appeared successful and well centred on island.

7/8 May 1944 – Tours Airfield

Slight training this morning. The target for tonight was the aerodrome at Tours. Here again the objective was identified visually by Mosquito aircraft which marked the aiming point with extraordinary accuracy with Red Spot Fires. These were backed up with Red Spot Fires dropped by this squadron. The bombing on the markers was accurate, and many hits were observed. This raid was afterwards proved by photographic reconnaissance to have been quite successful. The fighter opposition was negligible and the flak defences consisted of approx six light guns. All of the seven aircraft detailed from this Squadron returned successfully.

ND589D W/C J.Simpson, P/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 0038 Down 0531. 3 x 7" clusters flares, 8 x TI RSF, 3 x TI green No 4, 3 x 4.5" flares. Weather clear, excellent visibility. Target identified on two RSFs. Original RSF was actually on aiming point. Instructions to back up given at 0252 and 0253 hours and were dropped right on original markers making a solid mass of marking. Bombing instructions passed by VHF and W/T to Controller. Results of bombing very good. Many explosions in target area followed by clouds of smoke. Whole raid appeared well concentrated and no strikes observed on other targets at airfield but fires could be seen burning at Salbris (83 Sqn attack).

9/10 May 1944 – Annecy (Ball Bearing Factory)

No training today. Operations this evening were directed against a ball bearing factory at Annecy – a small target in the centre of a town lying in a mountain valley – a target demanding the utmost skill to hit it. The attack was carried out in brilliant moonlight. Mosquito aircraft from 627 Squadron identified the factory and dropped Red Spot Fires a pre-determined distance away from it. The raid controller, S/Ldr Simpson of this Squadron, then assessed their proximity to the aiming point and passed a false wind speed and direction to the bombing aircraft for them to put on their bombsights. This allowed the Main Force to aim at the Red Spots and yet have the bombs fall on the aiming point. The whole of this procedure was necessary because the target was so small that if the Red Spots had been put directly on the aiming point they would have soon been extinguished by own bombs. However, everything went according to plan, and the factory was so quickly demolished that the controller gave the order to cease bombing in order that the risk to the French civilian population may be minimised. Subsequent photographic cover showed the target to be absolutely gutted and the raid a complete success. There was no fighter opposition and no flak. The weather was good, and all of our aircraft returned safely.

ND589D W/C J.Simpson, P/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2121 Down 0605. 6 x 7" cluster flares, 5 x TI RSF, 1 x 4000lb HC, 2 x TI green No 4, 3 x 4.5" reco flares. (Controller). Weather clear, good visibility. Target located visually and on RSF. Attack opened at 0145 hours with RSF dropped by Mosquito, assessed by Mosquitos as ok but by Controller as 100 yards WNW of marking point. No flares required and Controller ordered bombing to begin, passing winds to Director and to Falre Force at 0159 hours. Winds 100/12 to Main Force, 140/12 to Flare Force. North east side of target there were many green and blue flashes. Several sticks of bombs at beginning of attack fell to north-east of aiming point approximately 150 yards but bombing steadied up thereafter. By 0215 hours both large buildings and plant were burning well and it is thought that the factory is virtually destroyed. Railway yards to south-east also hit and left burning. At 0215 hours Controller was informed by Director on VHF that he (the Director) had ordered all bombing to stop since RSF had been hit and disappeared. Director felt that as the attack should have almost finished by this time and the destruction of the factory seemed reasonably certain, it was better to cease attack. Controller expostulated at this and offered to mark aiming point anew but since executive order to cease bombing had already been given by Director, and in view of short time to elapse before latest time for bombing (0223 hours) Controller felt it was inexpedient to have order cancelled and bombing resumed by Main Force yet to bomb.

19/20 May 1944 – Amiens

A small training programme this morning. The target for the night's operation was the marshalling yard at Amiens. When our aircraft arrived at Amiens, they found the target covered by 10/10ths cloud. Flares were dropped by means of special equipment and a yellow TI was dropped on the aiming point by an Oboe Mosquito, but bombing was made impossible by cloud conditions, and our aircraft brought their bomb load back to base. All of our aircraft returned safely to base.

ND589D W/C J.Simpson, P/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2310 Down 0241. 6 x 7" clusters, 2 x TI yellow No 4, 3 x TI red No 5, 3 x TI green No 4, 3 x 4.5" reco flares. (Controller). As VHF became u/s handed over to deputy. 10/10ths cloud over target area, base 5,000', tops 9/11'000'. Target not identified. Flares dropped were well concentrated. Yellow TI 0110 hours, two RSFs seen but unable to assess. Cloud interfered with view. Handover to Deputy Controller at 0119 hours – unable to speak to marker aircraft regarding conditions but on observations, consider Deputy Bomber's cancellation of raid well justified. Photo flash jettisoned over sea.

24/25 May 1944 – Eindhoven (Phillips Works)

No flying in the day. The night operation was against the Phillips works at Eindhoven. The crews were briefed with strict instructions not to drop bombs anywhere except on the target. Unfortunately, on arrival at the target the crews found 10/10ths cloud. The controller gave the order to "Abandon Exercise" and the whole force set course for base. All bombs were jettisoned in the North Sea.

ND589D W/C J.Simpson, P/O J.K.Bell, F/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2254 Down 0227. 6 x 7" clusters, 8 x 1000lb MC, 3 x 4.5" reco flares. (Controller). 10/10ths cloud, base 4-5,000', tops 9,000'. Arrived target 0033 hours. Proceeded up wind to see whether any breaks in cloud were developing; none seen. Main Force and Flare Force advised by R/T and W/T to abandon at H-10 and H-9 respectively. Impossible to carry out attack as ordered in weather conditions found.

27/28 May 1944 – St Valery-en-Caux

Some training this morning. The coffins of F/O Paige and F/Sgt Dunae were conveyed to Dogdyke station for funeral at Brookwood Cemetery. The target for the night's operation was a gun position at St Valery-en-Caux. Our aircraft illuminated the target with reco flares but the Mosquitos were unable to identify the target at first. The Controller gave orders for more flares to be dropped and in a short while the target was marked with a RSF. At about this time the marker aircraft was heard to report that he was hit. He afterwards ditched in the Channel. The Main Force then went in and bombed. The raid was very successful.

ND589D W/C J.Simpson, P/O J.K.Bell, S/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2348 Down 0326. (Controller). 6 x 7 x 4.5" clusters, 2 x TI red spot, 6 x 1000lb MC, 3 x 4.5" reco flares. Weather clear. Target identified visually and by RSF. Mosquito had difficulty in identifying target owing to the non-descript character of fields. Eventually, they caught a glimpse of it and flares were dropped on Wanganui. RSF assessed by markers as 50 yards west of correct position, but re-assessed by Controller as 100 yards west. Wind vector incorporated this. Broadcast to force. Bombing then commenced. Winds found 30/16 knots, winds received 178/10, 173/12. True wind 175/10 and wind sent out 053/12 mph. 10 knots on a vector of 110/150 yards.

31 May/1 June 1944 - Maisy

Practice bombing and other flying training was carried out this morning. The night's target was a battery of German camps at Maisy. An oboe marker was seen to cascade but generally the cloud was so thick as to make accurate bombing impossible. The controller cancelled the attack immediately. No flares were dropped and enough bombs were jettisoned to make an all up weight safe for landing. All of our planes returned safely to base.

31.5.44 Practice bombing and other flying training was carried out this morning. The night's target was a battery of German camps at Maisy. An oboe marker was seen to cascade but generally the cloud was so thick as to make accurate bombing impossible. The controller cancelled the attack immediately. No flares were dropped and enough bombs were jettisoned to make an all up weight safe for landing. All of our planes returned safely to base.

ND589D W/C J.Simpson, P/O J.K.Bell, S/L W.G.Wishart, F/L R.M.Nelson, P/O J.P.Dow, F/Sgt A.J.Croll, F/Sgt D.G.Partos. Up 2304 Down 0242. 1 x TI green No 16, 12 x 1000lb MC, 3 x 4.5" reco flares, 2 x 4.5" green/red. (Controller). Cloud 10/10ths tops 2,000', base 9,000'. Small breaks in target area. Cloud thickness 100 feet. Yellow TI dropped 0044.5 hours (11/2 minutes early). Cloud made attack impossible. Flare Force instructed to cease dropping at 0051 hours. Total Force instructed to return to base by planned route t 0052 hours. Winds received 182/8 and 205/10; wind found by Controller as 225/20. No broadcast of winds given. Landed Chipping Warden.

LAST OPERATION WITH 97 (STRAITS SETTLEMENTS) SQUADRON



WWII - R.A.F. PATHFINDER FORCE BADGE.

(Air Ministry Order No. A. 1244/42).

Worn on left hand pocket flap underneath Pilot's Wing or Aircrew Brevet. This coveted wing was permitted to be worn only by personnel holding the Pathfinder Certificate.



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