

Flying Officer A.James.Wright DFC, L.d'H

Navigator



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References: 97 Squadron Operational Record Books 1939-1943

Achieve Your Aim by Kevin Bending

Mark Howard

2022

Approved
George R.I.



J.D. Weston-Amstrong
Chester Herald
and Inspector of Royal
Air Force Badges

College of Arms
January, 1939.

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

Wright, A. (Nav) P/O

1. 21/22 June 44 Gelsenkirchen (F/L Ames),
F/O
2. 24/25 June 44 Prouville (F/L Ames),
3. 4/5 July 44 St Leu D'Esserent (F/L Ames),
4. 31 July 44 Joigny-Laroche (F/L Ames),
5. 2 Aug 44 L'Isle Adam (F/L Ames),
6. 3 Aug 44 Trossy St Maximim (F/L Ames),
7. 5 Aug 44 St Leu d'Esserent (F/L Ames),
8. 6 Aug 44 Bois de Casson (F/L Ames),
9. 11/12 Aug 44 Givors (F/L Ames),
10. 12/13 Aug 44 La Rochelle (F/L Ames),
11. 16/17 Aug 44 Stettin Bay Mining (F/L Ames),
12. 26/27 Aug 44 Konigsberg (F/L Ames),
13. 11/12 Sept 44 Darmstadt (F/L Ames),
14. 12/13 Sept 44 Stuttgart (F/L Ames),
15. 18 Sept 44 Bremerhaven (F/L Ames),
16. 19 Sept 44 Munchen Gladbach (F/L Ames)



21.6.44 A large formation flying programme this morning and afternoon. Tonight 9 of our aircraft were detailed to attack oil refinery plant at Gelsenkirchen. Intense fighter activity was encountered from the enemy coast to the target. The Oboe markers were not accurate – falling a mile apart. The Controller's aircraft had developed engine trouble and the Deputy Controller taking over ordered that no flares should be dropped, but that the Flare Force were to back up the Oboe instead. Two concentrations of fire followed which were quickly assessed, and when Main Force arrived, they were ordered to bomb the southern TIs. The attack, however, was scattered and definitely not one of our best. There was a terrific flak barrage and a thin layer of cloud at 4/5,000 ft. S/Ldr McLeod RAAF and crew did not return. No message was received from him. He was flying Lancaster "L". Two other aircraft "C" and "G" piloted by F/L Benton and F/L Baker were badly shot up but with no casualties.

21/22 June 1944 - Gelsenkirchen

NE121E F/L K.R.Ames, F/O W.Humphries, P/O A.Wright, F/Sgt T.Savage, P/O H.Glasby, F/Sgt G.Edmunds, F/Sgt R.Parle. Up 2315 Down 0317. 9 x 7" clusters, 9 x 500lb MC, 3 red flares. 10/10ths stratus tops about 4-5000'. Good visibility. Target located by yellow Oboe marker confirmed by DR. The Oboe marker was down on time at 0130.5 hours and the TIs were down in good time for the Main Force. We had to wait 9 minutes for the time to bomb and the flak was intense, predicted and accurate. Fighters seen to be active from 0500E 0630E over target.

24.6.44 Many training cross countries this morning. Some practice bombing at Wainfleet. The target for tonight was Prouville – a point from which the Germans had been sending their pilotless aircraft to bomb London. 12 aircraft were detailed. At 00.10 and 00.11 the first Oboe markers were seen. Flares were immediately dropped over them. It was very difficult, however, for the marker aircraft to identify the target, especially as they were hampered by searchlights, light flak and night fighters. The Deputy Controller attempted to mark blindly on his blind bombing equipment, but it is feared that as greater accuracy was needed than was possible that the raid must be considered abortive. F/Lt Walton, flying Lancaster "J", did not return from this sortie. No message was received from him. The gunners of "Q" – F/O Jones and W/O Clark – distinguished themselves by shooting down in flames two JU88s which attacked them. A third JU88 was claimed as a probable. An exceptionally good effort.

24/25 June 1944 – Prouville

ND346T F/L K.R.Ames, F/O W.Humphries, F/O A.Wright, F/Sgt T.Savage, P/O H.Glasby, F/Sgt G.Edmunds, F/Sgt R.Parle. Up 2250 Down 0202. 14 x 500lb MC, 2 x 500lb MC LD (12 hrs), 3 x 4.5" rec flares. Target Prouville located on yellow Oboe marker. Good vis. Yellow TI seen at 0009 hours followed by 3 or 4 and string of flares. No RSF or red TIs seen. Controller was heard to request Marker but no replies heard or markers seen. Aircraft came in to bomb as ordered. Cancellation of bombing received immediately after aircraft dropped own bombs at 0023 hours. Target could not be identified so bombs were dropped on H2S.

4.7.44 A large training programme consisting of blind bombing and cross countries was effected this morning. Tonight 11 aircraft were detailed for an attack against flying bomb bases at St Leu D'Esserent (Creil). At 01.28/32 three waves of our aircraft ran across the target area and illuminated it clusters of flares. The marker aircraft then dropped two RSFs on the aiming point. These were assessed by the Controller as being accurate and were backed up by red TIs. The Main Force were then brought in and some accurate bombing ensued. The whole attack went smoothly and according to plan. No spectacular results were seen. W/C Ingham and crew in "D" were attacked by a fighter and a large portion of the port wing was shot away; F/L Gee and crew in "L" shot down a Me410. Flak was much less than anticipated, but fighter activity was intense the whole away.

4/5 July 1944 – St Leu D'Esserent

ND961N F/L K.R.Ames, F/O W.Humphries, F/O A.Wright, F/Sgt T.Savage, P/O H.Glasby, F/Sgt G.Edmunds, F/Sgt R.Parle. Up 2340 Down 0315. 9 x 7" clusters, 4 x 1000lb MC, 1 x 1000lb MC LD, 3 reco flares. Enemy fighters very active, combat to starboard to 15,000'. Enemy aircraft caught fire port mainplane and went down in a steady left hand dive, bursting into flames two seconds later.

31.7.44 Another daylight operation today, this time against a marshalling yard at Joigny-Laroche. 7 of our aircraft participated. The attack opened at 20.26 hours. There is believed to have been a good concentration of pattern bombing although the Controller reported the bombs falling on the markers themselves and not on the marshalling yards as briefed. It is believed, however, that considerable damage has been done to the yards. All of our aircraft returned safely from this attack. The opposition was negligible and the weather fine with considerable haze.

31 July 1944 - Joigny-Laroche

ND589R F/L K.R.Ames, F/O W.Humphries, F/O A.Wright, F/Sgt T.Savage, F/Sgt J.R.Whitehead, F/Sgt G.Edmunds, P/O R.Parle, F/Sgt W.J.Manley (FG). Up 1730 Down 2251. 4 x 500lb MC (1/2 hr), 7 x 1000lb MC (1/2 hr). No cloud, good visibility. Identification visually by canal, railway junction and roundhouses, also by check with ETA, H2S and GPI. A red TI burning on ground clearly on other aiming point, made it easy to identify own aiming point. Bombs fell across aiming point in fields about 700 yards to south west. As aircraft turned, aiming point area had disappeared below bomb bursts. No bombing wind received; own was 327/13 – not acknowledged on VHF.

2.8.44 A considerable amount of bombing practice was carried out at Wainfleet today. A daylight operation against a flying bomb base at L'Isle Adam was carried out this afternoon. 6 of our aircraft participated. A small patch of cloud unfortunately obscured target on line of approach and prevented many aircraft from identifying the target. Smoke and dust from other attacks and the fact that markers had burnt out by the time aircraft had arrived caused a scattered attack. Some aircraft bombed the correct target, some were believed to have overshoot and followed another attack, whilst others are believed to have bombed woods to the south east of the target. The results on the whole were very inconclusive. The flak defences were heavy to moderate. All of our aircraft returned safely. No night flying.

2 August 1944 – L'Isle Adam

ND746L F/L K.R.Ames, F/O W.Humphreys, F/O A.Wright, F/Sgt T.Savage, F/Sgt J.R.Whitehead, F/Sgt G.Edmunds, P/O R.S.Parle, F/Sgt E.W.Cope (FG).

Weather & Results – one comparatively small patch of cloud which unfortunately obscured target on line of approach prevented many aircraft from identifying target. Smoke and dust from other attacks and the fact that markers were burnt out by the time aircraft had arrived, caused a scattered attack. Some aircraft bombed correct target, others believed to overshoot and follow another attack, whilst others bombed woods to south east of target. Results very inconclusive. Opposition Encountered – moderate to intense heavy flak.

3.8.44 Some day training on blind marking equipment this morning. This afternoon an operation was carried out against a flying bomb base at Trossy St Maximim. 16 of our aircraft participated. The formation arrived at the target at 1430 hours. The leading aircraft reported the aiming point clear and very clearly visible. Very soon afterwards the whole area was covered in smoke. The attack is believed to have been reasonably successful. The standard of formation flying was very low, and both the controller and his leader complained strongly of lack of flying discipline and disobedience to flight plan instructions. There was moderate heavy but accurate flak over the target. The weather consisted of 3/10ths cloud. All of our aircraft returned safely. No night flying tonight.

3 August 1944 – Trossy St Maximim

ND501S F/L K.R.Ames, F/O W.Humphreys, F/O A.Wright, Sgt T.Savage, F/Sgt J.R.Whitehead, F/Sgt G.Edmunds, P/O R.S.Parle. Up 1157 Down 1608.

Weather – 3/10ths cloud. Results – leading aircraft reported aiming point clear and very clearly visible. Very soon afterwards whole area covered by smoke. Opposition Encountered – moderate heavy flak, accurate.

5.8.44 Some training this morning, but the majority of today's flying was on the daylight operation against a flying bomb base at St Leu d'Esserent, in which attack 15 of our aircraft participated. The controller led the formation and ran up approximately 5 miles to starboard of the target. He recognized the target to port and ordered a sharp turn to port. Most aircraft immediately astern of him were able to turn in time but a few to his starboard were unable to turn in time and overshot the target by nearly 2000 yards. This turn, however, did not appear to affect too seriously the rear formations, and some accurate bombing resulted. Within two minutes of bombing, however, the target area was covered in dust up to 12,000 ft and later crews had a hard job to find the target and bomb it. There was slight heavy flak, but no signs of fighters. There was three to seven tenths cumulus cloud with tops up to 12,000 feet. All of our aircraft returned safely from this raid. No night flying.

5 August 1944 – St Leu d'Esserent

ND589R F/L K.R.Ames, F/O W.Humphreys, F/O A.Wright, Sgt T.Savage, F/Sgt J.R.Whitehead, F/Sgt G.Edmunds, P/O R.S.Parle. Up 1044 Down 1527.

Weather – 3/10ths to 7/10ths cloud. Cumulus tops 12,000'. Results – Controller ran up approx 5 miles to starboard. He recognised the target to port and ordered a sharp turn to port. Most aircraft immediately astern were able to make turn in time, but some further on his starboard could not make the turn in time and some overshot by 2000 yards. This turn did not appear to affect too seriously the rear formations and some accurate bombing resulted. The target area was covered with dust up to 12,000' by 1332 hours. Opposition Encountered – Slight heavy flak increasing to moderate in early stages. No signs of fighters.

6.8.44 Today also the training flights were overshadowed by another operation against a flying bomb base at Bois de Casson, for which 9 of our aircraft were detailed. The raid was not a great success as the controller's navigational equipment became unserviceable at the English coast out. A deputy controller took over and led the force into a large cumulus nimbus cloud which was lying across track. The formation broke up in the cloud and on emerging had spread over many miles of sky. The target was bombed more or less by individual aircraft, and the bombing that did occur was believed to have been accurate. There was moderate heavy flak over the target and the fighters attacked the aircraft which were most dispersed on breaking cloud. 'J' captained by F/O Bucknell RAAF, did not return from this mission.

6 August 1944 – Bois de Casson

ND589R F/O K.R.Ames, F/O W.Humphreys, F/O A.Wright, F/Sgt T.Savage, F/Sgt J.R.Whitehead, F/Sgt G.Edmunds, P/O R.S.Parle. Up 0913 Down 1340.

Weather – clear, break over target, but cumulus tops to 15,000' to 20,000' in target area. Results – crossing English coast, Controller's Gee and intercom failed. As planned to home to target on Gee, handed over to Q/83 (F/L Drinkall – missing). Controller and Deputy changed position, Controller having fixed up poor intercom on 1196 (after 7 minutes) stood by in advisory capacity. About 40 miles inland a big cumulus cloud was lying across track. Deputy descended to 16,000' and broadcast that he was going to take force below cloud; Controller warned him not to go below 15,000' and next advised him to turn to starboard. Deputy ordered Force to diverge and dive through cloud. Formation broke up in cloud. On emerging, Main Force were scattered over many miles of sky. There was some attempt to gather into a bunch (or bunches) but impossible to regain proper formation. As a result some aircraft appeared to bomb the primary. The number bombing was not large enough to impede daylight bombing runs and the other bombing of the target that did occur was believed accurate. Other aircraft bombed as best they could with some mistaking pin-points owing to icing troubles and the rush. Attack scattered over a wide area.

Abortive – S/97 abandoned mission, unable to identify target.

Missing – J/97 ND840 (F/O Bucknell)

Opposition Encountered – Moderate heavy flak seen. Fighters in target area attacked aircraft which were most dispersed on breaking cloud.

11.8.44 Quite a lot of flying was carried out this morning. In addition to the usual day training, four of our aircraft and one aircraft with 54 Base Controller crew, were detailed to lead a main force formation to Bordeaux and attack the submarine pens. 2000lb armour piercing bombs were carried. The formation flying on this raid was fairly good. The Controller marked the pens with a yellow TI which fell slightly south of the aiming point. The main force bombing was accurate and successful although results were not spectacular due probably to the thickness of concrete. The flak opposition consisted of moderate H/F up to 19,000 feet visually aimed. The weather was clear and good. Tonight's operation was against a vital rail junction at Givors. 12 of our aircraft took part in this attack, north and south.. The flares were dropped blindly and went down dead on time. The southern attack went according to plan, the target was marked and bombing soon started. The Controller for northern aiming point had unfortunately been shot up and Deputy I took over control. This delayed the attack for 10 minutes but eventually the target was marked and a successful attack ensued. Bombing on both aiming points was reported very good. Opposition consisted of slight heavy flak entirely. All of our aircraft returned safely. Visibility was clear.

11/12 August 1944 - Givors

ND549R F/L K.R.Ames, F/O W.Humphreys, F/O A.Wright, F/Sgt T.Savage, F/Sgt J.R.Whitehead, F/Sgt G.Edmunds, P/O R.S.Parle. Up 2035 Down 0453. 7 x 1000lb, 1 x 1000lb LD, 3 x 500lb. Weather clear. Target recognised by red TIs. Routemarkers seen 0102/3 hours. H-hour postponed 5 minutes. Orbited twice, called in to bomb at 0110 hours.

12.8.44 Day training consisting of bombing, fighter affiliation and blind bombing runs were carried out today. Another mining expedition was carried out tonight, this time in a narrow channel between Isle de Rhe and La Pallice. 4 of our aircraft took part. The sorties were carried out at a height of 15,000 feet with the aid of the blind bombing apparatus. All mines were laid within 300 yards of the required aiming point and this would appear to have been an exceptionally good mining expedition. Opposition consisted of moderate heavy flak and about 6 searchlights. There was no cloud. All of our aircraft returned safely. 10 aircraft were also detailed to attack Brunswick. Cloud over target area. 8 aircraft bombed and 2 returned early due to technical failures. All returned to base safely.

12/13 August 1944 – La Rochelle (Mining)

PB157Q F/L K.R.Ames, F/O W.Humphreys, F/O A.Wright, F/Sgt T.Savage, F/Sgt J.R.Whitehead, F/Sgt G.Edmunds, P/O R.S.Parle. Up 2201 Down 0347. 6 x 1500 mines. No cloud, excellent visibility. Target identification by H2S, from datum point at Chassison – NW tip confirmed by GPI.

16.8.44 Some slight day training this morning. Tonight 12 aircraft of the squadron carried out one of its most successful and daring attacks. It was decided that during a heavy PFF and main force attack on the town of Stettin, this squadron should mark and mine the Stettin-Schwinemunde Channel. This channel runs across Stettin Bay from Schwinemunde to Stettin and is the only means of access that any large ship has to Stettin. One side of the channel has square buoys and the other side conical buoys. At 0101 hours the flare force arrived and dropped by means of their blind bombing apparatus over the channel. Illumination was hardly necessary as the Germans had guessed what was happening and had criss-crossed the bay with searchlights. However, the Controller (W/C Porter) and the two marker deputies (S/L Parkes and S/L Locke DFC RAAF) who were all down at 300 feet decided to "Press on". In the face of great batteries of light flak guns from all sides of the bay, and although they were coned the whole time, they located the buoys and flew down the channel marking it with 250lb flame floats and dropping mines in between. By 0105 hours, W/C Porter's machine had been so badly hit that he called up S/L Parkes on the VHF telling him that he had "Had it" and would have to bale out. He also wished everyone the best of luck. A minute later a W/T message was received from W/C Porter's aircraft – for the main force to go in and drop their mines over the flame floats. It is believed that his crew had every chance to bale out successfully. W/C Porter, S/L Parkes and S/L Locke have since received immediate awards of the DSO. A message of congratulation was also received by the squadron from the AOC.

16/17 August 1944 – Stettin Bay Mining

JA846K F/L K.R.Ames, F/O W.Humphreys, F/O A.Wright, F/Sgt T.Savage, F/Sgt J.R.Whitehead, F/Sgt G.Edmunds, P/O R.S.Parle. Up 2132 Down 0518. 12 x 7" clusters, 2 flame floats. Layers of altostratus 10-14,000', clear below, vis good. Target located on GPI run and "Y", checked visually. H2S u/s at Danish coast so I decided to lose time and drop flares with 3rd flare wave visually, but H2S became serviceable, so endeavoured to catch up with 1st flare wave. Reached target area and, receiving no R/T instructions, carried on and dropped 9 x 7" clusters. Orbiting at far end of run. Received no further instructions so set course when we received a W/T message ordering Main Force to attack. Jettisoned 2 flame floats – u/s.

26.8.44 Slight day training this morning. The target for tonight was Koenigsberg. 10 of our aircraft were detailed. The whole operation ran smoothly and to plan. The flares dropped accurately and on time. F/L N.Parker RAAF in a Lancaster aircraft marked the town initially. His marking was backed up well, although slightly to the north east. By H-4 the marking was finished and at H-1 Main Force were called in to bomb. The raid was quite successful although it was the NE part of the town which suffered most. F/O McCurdy RAAF, failed to return. Searchlights were very numerous although ineffective. Slight flak and fighter opposition. Considerable flak from Sweden.

26/27 August 1944 - Konigsberg

PB133C F/L K.R.Ames, F/Sgt N.D.Owen, F/O A.Wright, F/Sgt T.Savage, F/Sgt J.R.Whitehead, F/Sgt G.Edmunds, P/O R.S.Parle. Up 2024 Down 0628. 12 x 7" clusters, 1 x TI red No 16, 2 rec flares. Weather clear. Located target visually, confirmed by H2S. Red TIs well concentrated, last reds undershot about 400 yards. Landed at Tuddenham.

11.9.44 6 bombing details, one fighter affiliation exercise, 22 GPI and "Y" runs, and a "Y" cross-country were together done this morning by a total of 11 aircraft. The main event of the day was however the operational mission to Darmstadt. For this, 15 aircraft and crews were detailed, all of which took-off. This operation represented a considerable success for the Flare Force (of whom this Squadron provided 6), for the illumination was on time and extremely accurate. The first red TI was, as a result, dropped as early as H-9 ("H" was 0000 hrs). This was accurately backed up and a good concentration resulted. Green TIs were also dropped accurately in the centre of the town by aircraft of this squadron, arrangement having been made that the first aircraft to make good blind runs for flare dropping should release green TIs at this point, however, a certain amount of confusion arose, owing to a misunderstood order of the Controller; both red and green TIs were backed up with further greens, and as a result the concentration became scattered. Despite this, however, early bombing was accurate, and later photographic evidence shows that much damage was done. Opposition was reported as slight; heavy flak was very slight, and light flak "meagre". A little fighter activity was experienced round the target. The weather was clear, with very slight haze on the inward journey. From this operation S/Ldr de Belleruche of "B" Flight, failed to return. No signals were received. W/Cdr Walker, a u/t controller of 54 Base, who was flying aircraft "H" of this squadron, also failed to return.

11/12 September 1944 - Darmstadt

ND746L F/L K.R.Ames, F/O J.P.Humphreys, F/O A.Wright, P/O T.Savage, F/Sgt J.R.Whitehead, W/O G.Edmunds, P/O R.S.Parle. Up 2106 Down 0205. 12 x 7" clusters, 2 x TI green No 16. Weather clear. Identification of target on H2S. At 2352.5 hrs received message to back up. Dropped on the red TIs. Flare Force told to return to base.



12.9.44 NFTs were done this morning and afternoon in preparation for the night's operational mission to Stuttgart. For this, 13 aircraft were detailed, all of which took off. This would seem to be the most successful raid ever on this target, or, perhaps, the only really successful one in some thirty attempts. "H" was 2310. At 2258.9 three aircraft of the flare force who were able to make exceptionally good blind runs dropped green TI, the first flares were dropped at 2259, and by 2304 (H-6) the whole target was completely illuminated. Simultaneously, aircraft of this Squadron were dropping TIs as primary blind markers. Though two TIs cascaded very wide, they did not affect the issue. The aiming point was marked by Mosquitos with red TIs and red spot fires. Backing up was completed by H-21/2, and main force bombing actually commenced at H exactly. Violent explosions lasting for many seconds were reported seen at 2329. As far as can be seen at the moment, this attack seems to have been highly successful. All our aircraft returned safely. The flak, both light and heavy, was moderate only; no searchlights were seen, and no fighter opposition encountered. Although there was a little ground haze near the target, visibility was on the whole good.

12/13 September 1944 - Stuttgart

ND746L F/L K.R.Ames, F/O J.P.Humphreys, F/O A.Wright, P/O T.Savage, F/Sgt J.R.Whitehead, W/O G.Edmunds, P/O R.S.Parle. Up 1921 Down 0121. 2 x TI green No 16, 8 x 1000lb MC (1/2 hour delay). Weather clear, vis good. Target identified on H2S. Running up, target area clear. By the time we turned to starboard after bombing run, and pilot could see green TI, two more had dropped, 600 to 800 yards approx covered spread of the three. Saw a red TI which burnt out very quickly about 6 miles away; flares seen released over greens soon afterwards.



18.9.44 More training this morning and operations tonight. Seven crews did practice bombing at Epperstone, and five did GPI runs on Lincoln as well. Another seven did "Y" runs on Nottingham, Cambridge and Manchester. 9 aircraft were detailed from this Squadron to attack Bremerhaven. All aircraft detailed took off. The attack was a masterpiece of simplicity and accuracy. No snags were experienced and everything went smoothly and as planned. "H" was 2100 hours. This Squadron was to provide Primary Blind Markers, Flare Force, and a visual Backer-up. The first flare was released at 20.51 (H-9) and the first marker was seen to fall at 20.51.5. This was immediately assessed as accurate. The main force were called in to bomb at 2057. The controller was able to order "Complete bombing and return to base" by 2057 (?). Fires were visible 150 miles away; and intense orange explosions were seen at 2104. An example of the Squadron's blind bombing accuracy was provided by F/O Eaton who hit the A/P blindly. The light flak was reported as "moderate to intense", and heavy as "slight". There were about 15 searchlights in the target area and many more in the surrounding town. Weather was clear with fine visibility. All our aircraft returned to safely.

18 September 1944 - Bremerhaven

ND746L F/L K.R.Ames, F/O J.P.Humphreys, F/O A.Wright, P/O T.Savage, F/Sgt J.R.Whitehead, W/O G.Edmunds, P/O R.S.Parle. Up 1827 Down 2239. 1 x TI green B22, 1 x TI green No 16, 10 x 1000lb MC (1/2 hour delay). Weather clear. Target confirmed by H2S. Two greens and two reds seen down, reds on marking point. Some scattered incendiaries at first but later appeared more concentrated. Owing to strong headwinds, not forecast, we had considerable difficulty in maintaining flight plan time in spite of running at high power. Initial loads of incendiaries appeared to go down pretty wildly but following instructions from Controller, centred well over concentrated TIs.

19.4.44 Flying training this morning – GPI runs, fighter affiliation and bombing. 14 aircraft were detailed to attack Munchen-Gladbach. All these took off and none returned early. The attack was only a limited success, owing to lack of cohesion and a certain amount of confusion over the target. There were two aiming points, the more northerly of which was to be marked by green TI and bombed by a Main Green Force, while the more southerly was marked by Mosquitos with red spot fires and bombed by a Main Red Force. Most of the bombs eventually fell on the north aiming point. The first flares went down at 2133.6 (H being 2145) and good illumination resulted. Marker I was about to mark the S A/P but was blinded by his own exhaust, and he was not able to mark until 2149. By this time, however, the N A/P had been adequately marked with greens, and both sections of Main Force ordered to bomb these. Although the Main Red Force were now ordered to bomb reds, few bombs fell on these, as W/T Link I had re-broadcast the Controller's original orders by W/T. Flak was reported as slight. Haze was reported over the target, and considerable icing on route. All of our aircraft returned safely to base.

19 September 1944 – Munchen Gladbach

ND746L F/L K.R.Ames, F/O J.P.Humphreys, F/O A.Wright, P/O T.Savage, F/Sgt J.R.Whitehead, W/O G.Edmunds, P/O R.S.Parle. Up 1911 Down 2315. 12 x 7" clusters, 2 x 1000lb MC (1/2 hour delay), 2 rec flares. Weather clear; target confirmed on H2X. Two sticks of flares already down. No markers seen. Very good H2X run. Pity we could not have dropped TI as datum point as apparently markers were in difficulties.

Last Operation with 97 (Straits Settlements) Squadron.

