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From: R.A.F. Station, Syerston.

To: Headquarters No. 5 Group.

Date: 20th January 1943.

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SECRET  
AT/43/623<sup>e</sup> 38

NIGHT

Lancaster V Ju 88  
Combat Report by F/Lt. Oliver DFC (Squadron  
Gunnery Officer).

The following is a report of the encounter with an enemy aircraft by Lancaster "W" of No. 106 Squadron:

Captain:	Sgt. Markland.	B/Aimer:	Sgt. Dransfield.
F/Engineer:	Sgt. Allen.	W/Operator:	Sgt. Penny.
Navigator:	F/O Myers.	A/Gnr: M.U.:	Sgt. Greep.
		A/Gnr: Rear:	Sgt. Parry.

Lancaster N. 5611.

No. 106 Squadron.

At 2147 hours on 17th January 1943 Lancaster "W" of No. 106 Squadron was returning from its target - Berlin - position 13/14 miles SE of Kiel, height 7000', 180 ASI, course 320°, when the mid upper gunner observed an aircraft, which he identified as a Ju. 88, passing underneath our aircraft about 500' below, from the port bow to the starboard quarter. Evasive action was ordered and the enemy aircraft was lost. At this time visibility was good although our aircraft was flying at a height of 7000' below cloud, which obscured the moon. The pilot had previously lost height to get away from accurate searchlights and flak in Laback area. Height was again lost by evasive action to 5000' and the rear gunner then reported an aircraft at about 1000 yds range, dead astern and at the same level. This aircraft, which carried no lights, opened fire at about 800 yds with cannon and machine gun. The fire was inaccurate, going well above our own aircraft. The gunners asked for "corkscrewing" evasive action and opened fire themselves when the range had fallen to 400 yds. This aircraft was identified as a Ju. 88. The attack was broken to starboard and below, when the range was about 150 yds, both our gunners firing at the breakaway. They claim that the 88 was hit repeatedly and this is verified by the W/Operator who was stationed in the Astro-dome. After the breakaway "corkscrewing" was continued, but a second attack developed from the starboard quarter and above. Owing to the excellence of the gunners commentary and co-operation between them and the pilot the enemy fire this time was even more inaccurate. The pilot was able to position his aircraft so that when he



was at the bottom of the "corkscrew", the Ju.88 was about 100' above, and in such a position as to be shot. The enemy aircraft was seen to dive out of control, caught fire about 1000' from the ground and was seen by our Pilot and Flight Engineer to blow up on hitting the ground. During these attacks there was no searchlight activity, no star shells or flares fired, no unusual phenomena and no damage caused to our aircraft by the fighter.

Immediately after the attacks, our aircraft was caught in searchlights and heavily engaged by flak, being hit several times and an engine set on fire. The pilot dived his aircraft to ground level and the mid upper and rear gunners engaged the ground defences of Kiel Canal Zone firing continuously at the searchlights. The pilot considers that at least 5 were extinguished when finally the aircraft got clear and returned on three engines.

39

In all about 1200 rounds were fired from the rear turret and 800 from the mid upper - there were no stoppages.

The Mid Upper Gunner was Sgt. Greep, No. 2 AGS, Dalcross. No OTU. Refresher Course 5 GIP Dunholms. The Rear Gunner was Sgt. Parry, AGS, Moffatt, Rhodesia, and No. 16 OTU.

No casualties or damage to our A/C from Ju.88 which is claimed as destroyed.

\* Syerston rang 1000 hrs 21st Jan, saying that Engineer Officer states that fire in engine was caused by fighter hit by ground defences.

J. White F/Lt  
F/Lt.

for: Group Captain, Commanding,  
R.A.F. Station, Syerston.



# AT / 43 / 623<sup>n</sup> NIGHT

*Lancaster V Jnr 88*

## COMBAT NARRATIVE

L. Lancaster 1, 108th Sqn. B5700 on Essen 50 miles NW Essen 19:45  
 15,000' 190 IAS Bombs dropped Course 317 magnetic Visibility very good  
 moonlight astern and slightly to port, cloud tops 4,000' below, JU 88  
 came in from astern 1,000' below, enemy a/e gave 1 short burst and 1  
 long burst which raked a/e from tail to nose putting trimming tabs and  
 all hydraulics u/s, Lancaster dived for 3,000' turning to starboard and  
 continuing dive turning to port after the attack reaching cloud cover and  
 losing EA at 9,000', narrative incomplete, rear gunner not interrogated  
 seriously wounded in right arm, mid-upper gunner killed claims on EA as  
 yet unknown

*J.C. Schlatz s/c*  
*24/04 Leave Hindenburg*