

E-Ernest 102 Squadron Mission 3 Target KIEL

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| Pilot | Pilot Officer Jack Worthing |
| Flight Engineer | Flying Officer Algy Moncreif |
| Navigator | Flt Sgt Cecil Cardew |
| Bomb Aimer | Flt Officer Gwyn Fairfax |
| Wireless/ Gunner | Flt Sgt Lance Bracknell |
| Mid Upper Gunner | Flt Sgt Henry Lane |
| Tail Gunner | Flt Sgt Mitch Prism |

Inducted Flt Sgt "Parky" Lane into the crew this afternoon when we carried him at shoulder height between us and then raised him up through the open bomb bay doors to kiss the cookie hanging in the bomb rack.

Good take off and made height over the Assembly Point on time before heading off over the North Sea. Weather over Dogger Bank was 10/10ths cloud cover so no contrails and no sign of night fighters.

Cloud cover continued over the North Sea, no recall Mitch thinks he saw a Jerry out to starboard stooging around but he clearly didn't see us.

Sea North of Texel Island obscured by haze but Navigator assures me that we remain on course.

Off the North Dutch coast with 50% cloud cover and we are producing contrails. "Parky" our new MUG spotted a Ju88C-6 and gets in a few decent hits causing damage to the Hun's Stb wing. As he came round to 6 o'clock low for his second pass Mitch, our Tail Gunner, shredded his tail which broke off and the pilot was seen to bail out as the JU88 spun out of control. Astral fix confirms that we are on course.

In the target zone and still producing contrails. Attacked from 6 level by Me110 F4 scoring 2 hits- Stb Wing outboard fuel tank superficial and Port Wing inboard fuel tank self sealed. The NF lost contact.

We proceeded with our on target bomb run with 30% on target. No problems with thermal turbulence. Found way out between the flak but bounced by Me110 G4 who scored 3 hits, 2 causing superficial damage to the tail, Pt Wing engine #2 engine out feathered prop. ME lost contact.

Just as we are about to leave the Dutch coast behind, we developed a fuel system mechanical failure. Bomb aimer tried unsuccessfully to transfer fuel and Algy thinks we only just have enough fuel to return to base. If that wasn't bad enough we were attacked by two Me110F4 from 3 & 6 o'clock high and "Parky" drove off the one at 3 o'clock damaging his wing while Mitch tore up the one on our tail splitting the fuselage right open and killing the pilot.

Almost home and an electrical system put our radio out of action. Desperate situation as we cannot send out a mayday or contact nearest airfield. Luckily, weather over base was good and we fired flares to show that we needed to land immediately as Algy reckons we are now flying on fumes. Made a good landing but as we taxied to dispersal the engines died - nothing on the clock but the maker's name.