

For those of you who are following Steve Dixon's 3rd *Target For Tonight!* Campaign game... The date for this mission is the night of 1/2 May 1944 and No. 104 Squadron is heading for Berneval, France. Here is "R for Roger's" mission AAR. Hope you enjoy!

No. 104 Squadron (KX) Bomber Command - "R for Roger"

1/2 May '44

Mission 8/ TGT - Berneval, France, Zone 4. (Radar Installation)

Formation - Mid 1/3.

Moon Phase: Crescent Moon

Crew:

Name	Rank	Position
Malcolm Fraser	Warrant Officer	Flight Engineer (Wnd)
Gerry Hansen 1 Fw-190A5)	Flight SGT	Bomb Aimer (MB - Well Done Mission #2)
Jacob Morton Do-217N2, 1-Me-110 F4, 1-Ju-88C6)	Sergeant	Rear Gunner (1-Ju88c6, 2- ME-110 G4, 1-
Alfie "Binky" Williams	Pilot Officer	Navigator
Theodore "Teddy" Fernsby	Flying Officer	Pilot
Jeremiah "Jerry" MacKenzie Fw-190A5, 1-Me-110F-4, 1-Ju-88G7)	Sergeant	Mid-Upper Gunner (2-Ju88c6, 1-Do-217, 1-
Oscar Addington	Flight SGT	Wireless Operator/Gunner (Wnd) (Do-217J1)
Sidney Cartwright	Warrant Officer	Senior Erk

"The Mission to Berneval...

The Crew of "R for Roger" had been given a few days "leave" after the last mission. The Squadron CO was trying to give as many crews as possible some leave time before the expected "Big Push" to land on the Continent. England was bulging at the seams with troops and equipment of many nations being staged for the anticipated landings...

FO Teddy Fernsby and PO "Binky" Williams had returned from a 3 day pass to London in time to take "Roger" for a test flight to make sure the Lancaster bomber was ready for tonight's mission. They were waiting for the mission briefing to begin. No. 104 Squadron was going after the Jerry Radar Installation at Berneval, on the outskirts of Pas de Calais, France. In the "Invasion Pools" going around about where the invasion would occur, Calais was the most popular choice. "Binky" Williams had put his money on Calais, but Teddy thought that was too obvious and said he thought the invasion would be at Dunkirk ... This would show the people of Europe that the English were returning from where they had left in 1940, and it would be an easy beach to land on... Several other crews were listening to the discussion and contributing their thoughts both pro and con when the Group Executive Officer walked on stage and called the room to Attention. The room quieted after a shuffling of chairs as everyone rose to their feet. The Group Commander walked on Stage, ordered "Take Your Seats" and after everyone was seated began the briefing...

The group would take off and assemble over Colchester near the coast. Once assembled the group would make a direct flight to Berneval across the channel. He wished them all a good flight and turned the briefing over the Operations Officer for the specifics of the mission.

Takeoff went well. The weather was good with ground fog and haze over England, clearing over the Channel and then more fog and ground haze predicted around the coast at Berneval. No. 104 Squadron was in the middle of the bomber stream... as they turned toward the French Coast. Teddy flew at low level crossing the Channel.

It was a Crescent Moon and the night was dark... Teddy could see occasional Tracers light up the night sky as bombers and fighters clashed over the Channel. The Jerry's were ready for them. "Roger" picked up a night fighter mid channel that attacked from six o'clock high... Teddy put the big bomber into cork screw maneuver and managed to shake the NF off after two passes ... The night fighter caused only superficial damage to "Roger". Teddy had "Roger" on the deck after the cork-screws and decided to remain there until they had to climb to bombing altitude.

Teddy could see searchlights, tracers and aerial explosions over Berneval as they crossed the French coast line. It looked like the pathfinders were being heavily engaged by AA guns from around the target. RAF night fighters were also causing the Jerry night fighter's problems and Teddy was able to avoid any more Jerry night fighter encounters. He made contact with the Master Bomber and was able to identify the flare pattern they were to follow to bomb the Target.

Teddy "sweated out" that minute long straight and level bomb run with his hands in his lap as F/SGT Hansen, the bomb aimer "flew" Roger using the auto pilot system... Roger was bounced around by a couple of heavy AA near misses and Teddy's side cockpit window was hit by shrapnel and got that weird "Spider web" pattern when shrapnel hit it... Teddy wasn't hit but his heart rate really jumped when that piece of shrapnel wizzed past his head... He was glad to get back control of Roger after Hansen said "Bombs Gone, Skipper!" over the intercom.

F/SGT Hansen put 70% of the bombs ON TARGET (Die roll 2 on Table 6-7: DR= 5, 6, and 3 and a multiplier of 5 = 70%)

After taking back control of "Roger", Teddy immediately pushed the nose down and dove "Roger" to On-The-Deck altitude level and steered for the coastline... Roger received light AA fire on the way to the coastline taking minor damage. The Germans were concentrating on attacking the bombers before they could drop their bombs and Roger managed to get away unscathed.

"Roger" made it back to England and landed without incident.

Senior Erk WO Cartwright advised "Roger" would be ready for the next mission.

"R for Roger" will be ready for the next mission.

70% of the bombs dropped were On Target.

There were no crew casualties.

No Night Fighters encountered.

Photos below:

"R for Roger"

The "Berneval" Mission Map