

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 22/23 April 1944 and No. 104 Squadron is heading for Noisy-Le-Sec, France. Here is "R for Roger's" mission AAR. Hope you enjoy!

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

22/23 Apr '44

Mission 7/ TGT - Noisy-Le-Sec, France, Zone 6. (Rail)

Formation - Last 1/3.

Moon Phase: New 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 Noisy-Le-Sec...

No 104 Squadron had led the bomber stream in the raid on the rail yards at Trappes, France on 20/21 April 44. Two nights later "R for Roger" and his crew were going back to the same area to hit another rail complex at Noisy-LE-Sec. Unlike the weather for the Trappes Mission, tonight's WX promised a rough trip as the storm over the channel that was just arriving on the 20/21 April mission had worsened and was now in full swing over the Channel and France. WX was good for takeoff and landing over Southern England but worsened quickly as the raid moved over the Channel and into France.

No 104 Squadron was flying "Tail-end Charlie" tonight. That fact plus the new moon and bad WX might make it tough for Jerry to find them in all the soupy WX, or at least that was what Teddy Fernsby was hoping for... He planned to fly at low level dropping to on-the-deck level after crossing into France. Jerry would know they were coming as the Pathfinders and most of the bomber stream would have passed over the target before they arrived... The trick was to make it hard for "Himmelbett Radar Posts" and the NFs and AAA guns to find them.

"R for Roger" and the crew experienced rough flying WX but did not encounter any night fighters over the channel or on their "on-the-deck" flight across the French countryside. "Roger" did receive some sporadic small caliber AAA fire on two occasions as they roared over AA positions guarding some unknown German military target. "Roger" only received Superficial

Damage from these encounters. F/SGT Addington did not receive any recall notices after crossing the coastline.

Arriving in the target zone Teddy found the target was well marked by the pathfinders just as Trappes had been on the last mission. Teddy checked in with the Master Bomber. Both he and F/SGT Hansen were able to pick out the marker flares laid by the Pathfinders. They were directed to bomb on the first pass over the target by the Master Bomber. Because of smoke and haze from fires started by earlier bombers and the WX conditions over the target, visibility of the target aiming points were completely obscured. As a result of this the bomb pattern was strung out. Strike photos showed the same percentage of hits as at Trappes. "Roger" and Hansen were able to put 30% of the bombs On-Target.

AAA fire over the target was moderate. "Roger" sustained a hit that knocked out the auto pilot mechanism but it occurred after the bomb run and Teddy was able to maintain control of the Big Lancaster bomber on the flight home.

A night fighter picked up "Roger" near the French coast on the return leg of the mission but an RAF Mosquito Night Intruder drove it off and escorted "Roger" back to England where they 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.
30% of the bombs dropped were On Target.
There were no crew casualties.
No Night Fighters encountered.

Photos below:
"R for Roger"
The "Noisy-Le-Sec" Mission Map