

After Action Report – L-Lincoln
25 JUL 1943
L-Lincoln of 103 Squadron, 15 Group
Hamburg, Germany

During a lengthy stand down, we were able to get L-Lincoln an overhaul, and re-equipped. Part of the upgrade was her armament. We have replaced the twin mounted .303 nose turret with a hand-held .50 in a new plexiglass nose, while also upgrading the Mid Upper to a quad .303 and replacing the tail quad .303 with a dual .50 mount.

Further modification to our girl was the addition of Mandrel to jam ground radar, H2S ground scanning radar, and a “Window” dispenser to further jam enemy ground and air radar. We have been able to get a few test flights in to check the new gear. The real deal, however, will tell whether they will be effective, or not.

A most inauspicious start to the mission!

As we began our takeoff roll, Engine #1 caught fire. We immediately engaged fire suppression on #1 engine. Second time was the charm. I was able to get Lincoln airborne and climbed to safe parachute altitude. Flt engineer Ramsey and I did a quick survey of the engine, and the aircraft. We agreed that losing an engine this early in the mission, it would make no sense to try to limp to the target and back, being so handicapped.

I radioed the tower and apprised them of our situation, and our decision to abort, and return to base.

I did not want to land with a full crate of eggs, so we headed to North Sea to rid ourselves of our not-to-be-delivered gifts to the Reich.

Heading out to sea to drop our crate of eggs turned out not to be the best choice.

As we crossed the coastline we were attacked by an ME-100 from directly below us. He stitched us from nose to tail. Fortunately, the worst damage was the loss of my O2, and the tail gunner heat. Gerry had us dead to rights, but did not press his advantage, and disappeared into the darkness.

After the ME-110 departed, a Junkers was sighted against the waning crescent moon. Once again fortune smiled, as he headed away from us.

I took us down to the deck, released our bombs, and headed for home.

Another ME-110 jumped us, this time from 12 Low. Our gunnery was poor, as was his. The enemy pilot must have been a rookie, as he failed to pull away from us, after firing, until the last moment. The near collision must have spooked him, as he failed to return.

Approach and landing were smooth. Despite the burned-out engine L-Lincoln is expected to be combat ready by the next mission.

P/O D. Hayden, Pilot
L-Lincoln
103 Squadron, 15 Group