

**AAR Target For Tonight**  
**STEVEN K. DIXON'S ONLINE CAMPAIGN**

**After Action Report – D-Dauntless**  
**103 Squadron, 15 Group**  
**Halifax**

**Campaign 3, Mission 5**

**14/15 APR 1944**

**Karlsruhe, Germany, Area**

**On/Off Target: Off Target, 5 %**

**Crew**

Pilot, Flying Officer Alister Priestley  
Navigator, Pilot Officer Sunna Bush  
Bomb Aimer, Flying Officer George Garfield  
Flight Engineer, Warrant Officer Clinton Hodgson  
Wireless/Gunner, Flight Sergeant Al King  
Mid-Upper Gunner, Flight Sergeant Wilfred Burns  
Tail Gunner, Sergeant Garfield Savage

**Damage to Aircraft**

| Damage                         | Qty | Pts | Total |
|--------------------------------|-----|-----|-------|
| Superficial                    | 20  | 1   | 20    |
| SW, Tail Gunner                | 1   | 5   | 5     |
| LW                             | 1   | 2   | 2     |
| Bomb Bay Doors                 | 1   | 10  | 10    |
| Ammo Boxes                     | 1   | 10  | 10    |
| Ammo Racks                     | 2   | 10  | 20    |
| Suit Heat                      | 1   | 10  | 10    |
| Suit Heat, 2 <sup>nd</sup> Hit | 1   | 5   | 5     |
| Monica                         | 1   | 10  | 10    |
| O2 System                      | 2   | 10  | 20    |
| Fuel Tank, Leak                | 1   | 10  | 10    |
| Dnghy                          | 1   | 10  | 10    |
| Rudders, 2x Lt, 2x Rt          | 4   | 10  | 40    |
| Elevator, Both                 | 2   | 10  | 20    |

**Peckham Points: 192**

Three (3) day(s) to repair.  
Landed at emergency field, add one (1) day(s) transit.

**Claims**

Tail – Do-217 N-2

**Wounded Crew**

Tail Gunner, SW, Abdomen, survived flight, surgery, 8 weeks hospital.  
Bomb Aimer, LW, Abdomen, Return to duty.

## AAR

With Rotterdam passing on the left, D-Dauntless was attacked by a Dornier 217 from 6 high. Monica gave enough warning for tail gunner Sgt Savage to get the first shots off. Sgt Savage's rounds struck the enemy's fuel tanks igniting them, and blowing up the enemy aircraft. No chutes were spotted. Sgt Savage was denied credit for the Dornier.

Passing into Belgium Monica chirped a second time, but nothing materialized. Almost immediately after Monica chirped, we were coned by searchlights. We could not evade the lights. We were bracketed by heavy AAA fire. The ship took many negligible hits. A head count was conducted, with a notable silence from the tail. F/O Garfield went to the rear to assess. He found Sgt Savage unconscious with blood all over the turret. With some difficulty F/O Garfield pulled the Sgt into the rear center to evaluate his wounds. Sgt Savage took shell splinters to the abdomen and was bleeding badly. F/O Garfield dressed the wounds as best he could, and returned to his station. F/O Garfield noted the tail suit heat was out. I took Dauntless below 9,000 feet and continued the mission.

As F/O Garfield was assisting Sgt Savage Monica began chirping again. An Me110 came from 6 low and knocked out Monica, and scored a few minor hits. I went into evasive action. The Messerschmitt made 5 more passes. The MUG lost some ammo, and the rudder became sluggish.

All remained quiet until we reached the target.

Flak found the range, scoring more inconsequential hits on the airframe. Between the flak and the target a He219 made a Schrage attack. After a single pass we discovered the bomb bay doors were damaged and would not open. Further, the rudder response was even more sluggish.

F/O Garfield reported the target mostly obscured. The bomb load was released through the damaged bomb bay doors. We managed a measly 5% on target.

Turning toward home a Junkers attacked from behind. After two passes he was gone. Rudder response was even worse.

At this point, F/O Garfield returned to the tail to monitor Sgt Savage.

Re-entering Belgium AAA found us again. It was very light, and inaccurate.

We spotted a Heinkel 219 trying to make a low attack from 6 o'clock. I began to corkscrew, but to no avail. F/O Garfield took some splinters to the stomach, the Monica controls were shot out, and we took several hits to the tail. The Heinkel made a second pass, this time taking out the DR compass.

Shortly after the Heinkel made its attacks a Dornier was sighted which made several passes at us. His attacks caused a leak in the port outboard fuel tanks, and we lost all control of the elevators. W/O Hodgson calculated we would reach the coast of England, considering the rate of fuel loss, before we ran out of fuel.

With The Netherlands approaching we took more AAA hits, taking another blow to the rudders.

The rest of the flight was quiet, but tense. W/O Hodgson and I maintained constant vigilance monitoring the fuel consumption.

We contacted an emergency strip just on the Suffolk coast. With no elevators, and the rudders heavily damaged we were still able to make a survivable landing.

Local ground crew, limited as they were, estimated about a day of repairs to get us airborne. Two days later, back at base, an estimated two more days of work in order to make Dauntless ready for the next mission.

F/O, Alister Priestly, Pilot

D-Dauntless  
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