

After Action Report – L-Lincoln

2 AUG 1943

L-Lincoln of 103 Squadron, 15 Group

Remscheid, Germany

A week without flying seems like a holiday. No doubt the piper will require his due.

Metro forecast poor weather for the start of the mission, improving once we approached the Dutch coast, and continuing until our return, and clear skies over the target.

Despite the poor conditions over the field, we had an uneventful take off and join up with the stream. F/O Beverley got us on a bearing of 80 true, before turning southeast toward The Netherlands. We expected to cross the Dutch coast just east of Leiden, north of the Hague.

Once we crossed the Suffolk coast, F/Lt Nye moved aft to the Window chute. He dutifully dropped the foil strips until we approached the German border. He then returned to the nose, in preparation of bombing the target.

It was at this time when we spotted a pair of twin-engine silhouettes. Consensus was we crossed paths with a JU-88 and a DO-217. Neither seemed to pay us any mind. Either they didn't see us, or they were out of ammunition.

As we approached the IP we encountered some light flak and a pair of JU-88s. The AAA was weak and too far away to cause any damage. We spotted the first 88 as he came in from 6 level. Sgt Peyton got off a burst, but his left .50 jammed. We took two hits to the starboard wing, but nothing worse than a few minor holes. We saw him as he came back in from 6 low. Sgt Peyton was able to tear up Gerry's right wing, damaging his control surfaces. Unfortunately, it was not enough to drive him off. He stitched us up pretty good. Damage was negligible to Lincoln, but he did wound Sgt Springfield, barely a scratch. Further one shell hit Sgt Peyton in the left femur, breaking it, and taking Sgt Peyton out of the scrum. This 88 then disappeared.

No sooner had the first 88 left when the second came in from 12 high. Big mistake. Sgt Camden, manning the nose .50, shredded the 88's port wing, destroying the control surfaces. Sgt Springfield, with his dual .50s got hits on the 88 right behind the cockpit, with no discernable effect on the plane. The control surface hits seemed to be enough, as the 88 swung away and began to spiral toward the earth. A single chute was observed.

"Right, Vincent, the plane is yours." "Roger, Skip."

Lt Nye took over control of L-Lincoln. "Steady...steady...steady...away." Intelligence reports our camera recorded a 50% success on target.

We finished our level run past the target. Encountering, on the way, heavy flak. We took a single hit to the port wing. Upon return we discovered the hit had taken out the dinghy.

Once out of the flak belt we spotted another DO-217 in the distance. Once again, we were ignored.

"Com check..." A series of affirmatives until silence from Sgt Peyton.

After the bomb run, Lt Nye left his station and headed to the tail to check on Sgt Peyton. Upon reaching the tail guns Lt Nye discovered Sgt Peyton unconscious, and bleeding from his left thigh. Lt Nye opened the tail turret, and extricated Sgt Peyton. Lt Nye administered what first aid he could, and made Sgt Peyton as comfortable as possible, under the circumstance.

Lt Nye then entered the rear turret, to man the guns. "Skip?" "Yes Vincent." "Right .50 is jammed." "Roger, see what you can do." "Right'o skipper." Lt Nye was able to clear the right .50 as we entered Dutch air space.

Crossing The Netherlands was quiet. "Skip, tail guns unjammed." "Roger."

Approaching the coast, we were bracketed by flak taking a hit to #2 engine. Right after the flak a solo ME-110 came in from 12 low. Sgt Camden displayed his gunnery skills again by shattering the 110's tail control surfaces, putting the plane into a spin. One chute was observed.

"Ram, what is the status of #2?" "Engine is running fine. Hydraulics is low. May have taken a hit to the brake line."
"Copy."

Rest of the flight was quiet.

As we neared the field Sgt Camden radioed in that we would need an ambulance.

F/Sgt Ramsey's estimation was correct. Our port brake lines were indeed compromised. However, I was able to bring us in straight and safely.

Rolling to a stop at our dispersal point we were met by the ambulance. Sgt Peyton was taken direct to hospital. Sgt Springfield refused the ambulance, instead riding with the rest of the crew back to debrief.

Sgt Peyton is expected to be in hospital two months for recovery. It is early, but he is expected to make a complete recovery to flying status.

The Erks' review of the damage estimate 2 days repairs.

Claims/Awarded

NG – JU88 .5/.5

MUG – JU88 .5/.5

NG – ME110 1/1

We have been assign F/Sgt Walter Ballard as substitute tail gunner.

P/O D. Hayden, Pilot

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