

Target for Tonight
“The 'ell Cat” - Lancaster Mk 1

Multiplayer Campaign 3 Mission 7 Total Campaign Mission 47 1944 Mission 27
Noisy-Le-Sec, France - night of April 22 and morning of April 23, 1944
The 'Ell Cat's 10^h Combat Mission.

New Moon – weather on takeoff 'good'.

Back to back missions this time. No break. This will add to the stress on both men and machines but tonight there is no moon and we must take advantage of this in order to prepare the way for the upcoming invasion. With the Yanks hitting the Axis by day and the RAF Bomber Command hitting them by night, the Reich has got to be in the process of breaking. With a stiff upper lip and our British and Canadian sense of humor, we will bring this world wide war to an end in Europe.

This time we are to hit the rail yards in a place called Noisy-Le-Sec. Our boys makes some jokes about being “noisy in the sack” which brings a good chuckle from the lads as we head out to our aircraft. Turns out this area is a part of the city of Paris. We are warned to not let our bombs fall too far off target.

The 'ell Cat takes her position as plane number 9 in the last third of the bomber stream. Take off is normal.

Evans is dumping Window as we pass over the French coast between Calais and Dunkirk. Searchlights are bouncing off the 10 / 10 clouds illuminating the bomber stream from below. Flak begins bursting all around the stream. Suddenly our cockpit is illuminated with multiple blue-white beams. Pilot Officer Dixon takes evasive action from high altitude. Dixon skillfully evades both the lights and the flak and soon we are back on course. The H2S Ground Scanning Radar is a blessing especially in 10 / 10 clouds. It gives our Navigator and strange greenish contour of the land below us on a large screen.

'Central Paris is at 20 degrees. Directly on course to “Noisy in the Sack” ' reports Sgt. Bishop.

That continues to get a nervous chuckle from the crew.

In the distance we can see flak bursts, tracers and searchlights. The area ahead has been marked by the Pathfinders. Many fires burn on the ground ahead of us. Evans takes his position in the nose of the aircraft and readies his bomb aiming equipment. “On approach. Lining us up.” calmly announces PO Dixon.

Suddenly, cannon shells rip into our The 'ell Cat from below her. The starboard wing takes multiple hits for only superficial damage; the rear central fuselage takes multiple superficial damage hits. We were very lucky! Sgt. Powell in the mid-upper gun turret sees a Hs-219 “Owl” break to port and disappear into the night. “It has those damn Jazz Music guns and what looks like nose radar,” he adds.

“Keep it steady. On bomb run. Bomb doors open. Approaching release point,” reports Evans.

“Keep an eye out for that fighter. He'll probably try to hit us again,” orders the PO.

“Smoke completely obscuring the target.” reports Evans.

“I’ll help guide with the H2S” exclaims Bishop.

After some minor course adjustments the bombs drop.

“30% on target. Bomb doors closed.” says Evans.

The huge bomber turns to its new course as only minor turbulence results from the bomb explosions.

The return mission is completely uneventful.

We land back at base at 4:30 a.m. Time for debriefing and breakfast and sleep.