

Please check with broadcast

18/4/43 - No.19

Air Ministry Bulletin No.10014

The following is the script of a broadcast, which is being given in the 9 o'clock news tonight by a flying officer who took part in the Pilsen raid.

One of the first things that happened to us on this raid was when we flew across a night fighter aerodrome in France, and the Germans gave us permission to land. The flare-path was already switched on, and they flashed a green light at us. The moon was so strong that we could see aircraft dispersed on the aerodrome.

In fact that moonlight was a feature of the whole trip. We could see other bombers close to us most of the way and when we came down low we could even see the weather vanes on church steeples and in gardens, quite clearly.

Usually the navigator does most of the work, guiding the aircraft to its destination, and the bomb-aimer gives what help he can. He comes more into the picture over the target.

This time the bomb-aimer was in his glory. Whenever we went down low he was a hundred per cent help to the navigator in pin-pointing landmarks and keeping us away from the worst of the flak.

We crossed close to the tops of the hills into Czechoslovakia and then climbed to bomb. It was getting a bit hazy now, but as we approached we could see flak ahead of us, coming from the town and the works, a lot of other bombers, and their bombs going off. We stood off for a bit until the bomb-aimer gave me a good run-in. It was impossible to tell which were our bomb bursts amongst all the others that were going off.

The main business was over now. We had several bits of excitement on the way home. We shot up a goods train, we saw huge fires at Mannheim - started by another force of bombers - and we were missed twice by flak from gunposts which our gunners silenced.

It was daylight when we took off. On the ground people had had supper, gone to bed and woken up to another day's work as we landed in daylight again.

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