

on which the enemy has relied greatly for repairing their damaged or worn-out locomotives and wagons.

The Lancaster and Halifaxes which attacked these railway targets set out an hour or so before midnight. The aircraft making for Paris had clear weather, so clear that as they reached the capital they could see the Seine winding far below them. At zero hour to the second, the yards were brilliantly marked by the target indicators. There had been fighter flares as the bombers crossed the French coast, and there were more over the targets. "But we went right in", a Lancaster pilot said.

"It was one of the finest examples of precision bombing I've ever seen", said a squadron commander who attacked Juvisy. "It was obvious that all our fellows were taking the most extreme pains to carry out instructions. They had been told how careful they must be to get their bombs among the closely-packed target indicators. The bombing I saw was certainly extremely well concentrated. The attack, in fact, was most carefully timed and planned."

One of the attacks was made almost entirely by aircraft from the Bomber Group of the R.C.A.F..

S/Ldr. E. R. Butler, D.F.C., of Uxbridge, Middlesex, a navigator who was on his 48th operation, said: "The attack on Juvisy had been going on for some time by the time we arrived, and there was a colossal mass of smoke hanging over the target. The night was absolutely clear, and as we flew over enemy territory we could see a lot of activity going on - and nearly all of it was being done by our fellows."

Flt/Lt. K. R. Ames, D.F.C., of Streatham, who has been to Berlin 11 times, and was also in the attack on Juvisy, said, "Although there was a lot of smoke over the target, we could see the railway yards clearly, and even pick out the trains, which were suddenly lit up by the bursts of our bombs.

"We could see a lot of A.A. guns firing over Paris, and those in the target area were pumping up a steady stream of flak. The bursting shells gave us quite a bumpy ride over the target, though nothing came very close to us."

A Halifax rear-gunner on his first operation, Sgt. C. Lowrie, of Helensburgh, Dumbarton, destroyed a F.W. 190 near Tergnier. On his way to the target he had already exchanged fire with a Ju. 88; the F.W. came in to attack from starboard. Sgt. Lowrie told his pilot to take evasive action, and at the same time opened fire.

"The fighter", he said, "seemed to lose speed and hover. Then it caught fire, turned over, and went straight down. We saw it hit the ground and explode."

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MEDITERRANEAN COMMUNIQUE NO.89

Mediterranean Allied Force  
Advance Headquarters  
April 19, 1944

LAND: Our patrols and artillery were active along the entire front.

An enemy ammunition dump was destroyed by our artillery.

Yesterday four raids against one of our positions on the Fifth Army Allied bridgehead were repulsed with heavy losses to the enemy.

AIR: Bad weather and poor visibility yesterday curtailed all major air operations, but fighter-bombers made attacks on bridges and railroads in the Arezzo area and at Narni.

Fighters on a sweep of the airfields in the Udine area attacked aircraft on the ground.

Fighters maintained battle area patrols.

Nine enemy aircraft were destroyed in combat.

Eight of ours are missing.

During daylight hours, under twenty enemy aircraft were sighted over the battle areas. M.A.A.F. flew nearly 1,000 sorties.

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