

NINETY FIFTH BOMBARDMENT GROUP
OFFICE OF THE GROUP COMMANDER
APO 634

REPRODUCED AT THE NATIONAL ARCHIVES

3

15 May 1943

SUBJECT: Bombing Analysis and Results.

TO : Colonel Alfred A. Kessler, Jr., Headquarters,
95th Bombardment Group (H), AAF, APO. 634.

- A.
1. 7 planes over target.
 2. 7 planes dropped bombs.
 3. 66 bombs dropped
 4. 10 bombs Jettisoned.
 5. 35 bombs returned.

- B.
1. One bombardier sighted for range and deflection.
 2. Six (6) bombardiers sighted on leader.

Dwight A. Fisher
DWIGHT A. FISHER
1st. Lieut., Air Corps,
Group Bombardier.

TYPE OF RELEASE⁹

Individual Train Salvo Jettisoned Returned

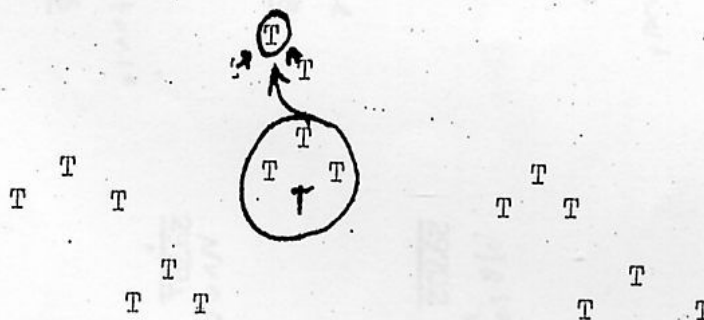
POINT OF IMPACT IF SEEN¹⁰

NAVIGATION DATA¹¹

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	Est.	Actual	Est.	Actual	Est.	Actual
1000						
3000						
6000						
10000						
15000						
20000						
25000	250		30			

METHODS OF BOMBING¹²



Bombardier making complete sighting operation



Bombardier making range operation only.



Bombardier dropping on leader, with error indicating leader's position.



Authority: NND 745 005
 E. K. C. HARRA. Date 7/15/47

HEADQUARTERS
 NINETY-SECOND BOMBARDMENT GROUP (H) AIR CORPS
 Office of the Communications Officer

(J-1)

APC 634
 15 May 1943

SUBJECT: Operational Communications on 15 May 1943.

TO : Commanding Officer, 95th Bombardment Group (H), AAF Station 102,
 APO 634.

1. Of the twelve (12) aircraft detailed, seven (7) crews were interrogated at the completion of the mission by the Group Communications Officer of the 92d Bombardment Group. Crews from 334 G, 335 P, 336 B and 412 T, O were not available for interrogation.

2. Mechanical and Electrical failures were as follows:

(a) 334 E - Command transmitter out on return trip, being investigated and repaired.

(b) 412 X - Command antenna shot off, being replaced.

3. Other less drastic failures were in the form of weak signal outputs on both Command and Interphone. These conditions are being investigated by the Maintenance personnel.

4. Navigational Aids were used successfully by the Navigators. Aircraft using these Aids were:

No. 4. (a) 334 E - used Beacon Groups A, B, C, D and "Splasher"

(b) 334 H - used "Splasher" Nos. 4 and 5.

Nos. 4, 5, and 7. (c) 335 Q - used Beacon Groups B and C and "Splashers"

(d) 412 X - used "Splasher" No. 4.

(e) 335 T - used Beacon Groups B and C and "Splasher" No. 7.

(f) 334 E - used four (4) QDM's on home station.

5. Over all reception was clear and distinct, especially the Beacons which were very readable. Radio Operators showed legible logs on an average. The interrogator was again told that Interphone conversations were jamming its use. It was suggested that the Pilot exercise more strict

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Activity VMD 745 005
By K.C. MARR. Date 7/15/43

HEADQUARTERS

Radio Disciplines. It was also suggested by the Interrogator that equipment failures and discrepancies be reported at interrogation as well as on the prescribed forms, so as to further alleviate the maintenance problems.

19 May, 1943.

SUBJECT: Group Engineering Report on Combat mission of May 15, 1943.

TO : Commanding Officer, 95th Bombardment Group (H), APO 634.

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) of May 15, 1943.

- a. Twelve (12) airplanes took off before completing mission.
- b. Seven (7) airplanes completed mission.

PHILIP L. CAPDEVILLE,
Major AC,
Communications Officer.

2. There were five (5) abortive airplanes.

- a. Three (3) airplanes had oxygen trouble in ball turret, one general oxygen trouble.
- b. One (1) airplane had a late start due to delay in loading.

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Engineering Officer

APO 634,
19 May, 1943.

SUBJECT: Group Engineering Report on Combat mission of May 15, 1943.

TO : Commanding Officer, 95th Bombardment Group (H), APO 634.

1. The following information is submitted concerning combat mission of the 95th Bombardment Group (H) of May 15, 1943.
 - a. Twelve (12) airplanes took off, five (5) returned to base before completing mission.
 - b. Seven (7) airplanes completed mission.
2. There were five (5) abortive airplanes.
 - a. Three (3) airplanes had oxygen trouble in ball turret, one general oxygen trouble.
 - b. One (1) airplane had a late start due to delay in loading bombs, it could not catch the formation.

CLARENCE D. FIELDS,
Major, Air Corps,
Engineering Officer.

FORMATION OVER TARGET

95th Bombardment Group (H),
Eindhoven, Germany,
15 May, 1943

Reynolds
29709

Stewart
5791

Mason
29702

Eastling

Howe
29808

3111

Stovick

29706

Nunes
29791

5791 - Sighted for range and deflection.
Remainder of Ships Dropped on Leader.

15 MAY 1943.

TO: COMBOMBING ONE
ATT: A-2

A. NARRATIVE.

1. TWELVE A/C TOOK OFF AT 0730 TO 0800 HRS AND SEVEN ATTACKED PRIMARY TARGET EMDEN AT 1060 HRS FROM 27000 FEET WITH GOOD RESULTS. NO CASUALTIES. NO PLANES MISSING. FIVE A/C RETURNED EARLY. VISIBILITY 5 TO 10 MILES. 6 - 8 TENTHS CLOUDS.
2. GENERAL RESULTS GOOD. CREWS REPORTING HITS ON TARGET. GOING AWAY GREAT DEAL OF SMOKE OBSERVED.
3. FIVE A/C. THREE A/C HAVING OXYGEN TROUBLE IN BALL TURRET TURNED BACK, ONE JUST BEFORE REACHING ENGLISH COAST, ONE $53^{\circ}45''$ N, $01^{\circ}25''$ E, AND ONE 200 MI OUT TO SEA ON COURSE. ONE TURNED BACK 100 MI NORTHEAST OF WASH BECAUSE OF LATE START DUE TO DELAY IN LOADING BOMBS. ANOTHER TURNED BACK DUE TO OXYGEN FAILURE AT JUST OFF ENGLISH COAST.
4. CREWS REPORT SIGHTING FROM 10 TO 35 E/A MOSTLY FW 190S AND A FEW ME109S. ATTACKS WERE EXPERIENCED FOR THE FIRST TIME AT THE TARGET AND FROM THEN ATTACK CONTINUED TO 30 OR 40 MILES OFF THE COAST ALONG THE ROUTE OUT. MOST ATTACKS WERE PRESSED HOME FROM BEHIND AND BELOW. A LESSER PROPORTION OF THE ATTACKS WERE AIMED FROM 0900 O'CLOCK AND 0300 O'CLOCK POSITIONS. THERE WERE A PREDOMINANCE OF RED NOSED E/A WITH A SMALLER PROPORTION OF YELLOW AND WHITE NOSED E/A. SOME FUSELAGES OF E/A WERE GLOSSY BLACK. A FEW BELLIES WERE NOTED TO BE A GREEN COLOR AND ONE CREW REPORTS SEEING A SILVER BODIED E/A.
5. HEAVY FLAK WAS FIRST REPORTED ENCOUNTERED JUST OVER THE COAST COMING IN. FLAK WAS EXPERIENCED IN MORE OR LESS DEGREE UNTIL WELL

OUT OVER THE SEA ON THE WAY OUT. OVER THE TARGET FLAK WAS REPORTED TO BE MODERATE HEAVY FAIRLY ACCURATE AS TO HEIGHT AND DEFLECTION. AFTER BOMBING AND A RIGHT TURN AWAY FROM THE TARGET, MODERATE HEAVY WAS EXPERIENCED ALL THE WAY TO THE COAST AND FROM THE ISLANDS OFF THE COAST. FLAK FROM BORKUM WAS REPORTED PARTICULARLY ACCURATE. TWO FLAK SHIPS JUST OFF THE COASTAL ISLANDS ON THE WAY OUT WERE REPORTED TO BE SENDING UP BURSTS IN PATTERN OF HEAVY BLACK AND WHITE FLAK ALWAYS JUST AHEAD OF THE FORMATION AND WHICH IS REPORTED TO HAVE DAMAGED THE ELEVATOR OF ONE OF OUR A/C. ELEVATION OF FORMATION COMING IN, OVER TARGET, AND GOING OUT WAS MAINTAINED AT 27,000 FEET.

6. CREWS REPORT SIGHTING 4 - 6 VESSELS, FAIRLY LARGE, PROCEEDING FAST, HEADING W TO SW ABOUT 15 MILES OFF COAST, VICINITY OF BORKUM AND OBSERVED BOTH BEFORE AND AFTER BOMBING OF TARGET. OBSERVATION MADE FROM 20 - 26,000 FEET. TIMED AT A FEW MINUTES EITHER SIDE OF 1060 HOURS. ONE B-17 A/C SEEN AT 1120 FROM 20,000 FEET TO BE GOING DOWN IN PIECES APPROXIMATELY 30 MILES N OF EMDEN HEADING NW AT ABOUT 10,000 FEET. THREE PARACHUTES FROM THIS A/C WERE SEEN. ANOTHER CREW OBSERVED WHAT IS POSSIBLY THE SAME B-17 A/C WITH ONE ENGINE FEATHERED AND IN DISTRESS NEAR BORKUM HEADING NW. OBSERVATION MADE AT 1115 FROM 23,000 FEET. ANOTHER OBSERVATION OF WHAT IS POSSIBLY THE SAME B-17 A/C IN DISTRESS WAS MADE AT 1101 FROM 26,800 FEET. B-17 A/C SEEN TO PEEL OFF FROM ABOVE AND DROP 3 - 4,000 FEET AND PULL OUT WITH ONE ENGINE FEATHERED AND TRAILING WHITE SMOKE BUT TRYING TO FOLLOW THE FORMATION. A LITTLE LATER THIS B-17 STARTED DROPPING AWAY WITH TWO FW190'S FOLLOWING HIM DOWN. AT 0907 HOURS ON THE WAY OUT ONE CREW REPORTS WHAT APPEARED TO BE A FLOATING PARACHUTE 25 MILES NE OF THE WASH. THIS PARACHUTE WAS NOT FROM REPORTING FORMATION.

7. NONE

8. CREWS REPORT TWO LINES OF SMOKEPOTS IN OPERATION ON OUTSKIRTS OF OMDEN ON N AND W SIDES BOTH LINES BEING ABOUT ONE MILE LONG.

CO 95 BMB GP

When the above mentioned smokepots were observed, the 78.B-17s of the 1st Bombardment Group were in the vicinity of Omden and were engaged in the dropping of bombs and incendiaries. The 351st Bombardment Group was also in the vicinity of Omden.

Activity NND 745 005
 ETK C. PARA. Dec 7/15/47

HEADQUARTERS VIII BOMBER COMMAND
 A.P.O. 634

Bomber Command Narrative of Operations
 Day Operation - 15 May 1943
 Mission No. 57

TARGETS: Emden and Targets of Opportunity - Heligoland and Dune Islands.

Cloud cover over the primary target prevented bombing so 76 B-17s of 1st Wing attacked targets of opportunity in western Germany - Heligoland and Dune Islands as principal objectives, and dropped 183.5 tons high explosives with fair results. The 4th Provisional Wing and the 351 Group attacked Emden. Weather over this target was detrimental and, while 50.5 tons of incendiaries and 86.5 tons of HE fell on the area, results are poor. Six B-17s are missing. 118 P-47s of the VIII Fighter Command carried out a diversionary sweep at high level over Rotterdam, Amsterdam and Dutch Island areas.

Group	Number of Aircraft					Claims	Personnel Casualties		
	(Dispatched)	Attacking	Abortive*	Lost			Missing	Wounded	Killed
		A	B						
<u>1st Wing - Targets of Opportunity</u>									
91	25	24	1	0	0	8-3-6	0	0	0
92	10	9	1	0	1	1-0-2	10	0	0
303	24	7	1	16	1	3-1-3	10	0	0
305	30	17	1	12	0	11-2-8	0	7	1
306	24	19	1	4	3	6-14-11	31	0	0
	113	76	5	32	5	29-20-30	51	7	1
<u>4th Prov. Wing and 351 Group - Emden</u>									
94	26	15	11	0	0	2-0-1	0	0	0
95	12	7	5	0	0	3-2-0	0	0	0
96	23	19	4	0	0	6-1-0	0	0	0
351	19	18	1	0	1	3-0-0	10	0	0
	80	59	21	0	1	14-3-1	10	0	0
<u>Totals:</u>	193	135	26	32	6	43-23-31	61	7	1

* "A" denotes mechanical or personnel failures.
 "B" denotes abortives due to weather, recall, enemy action, etc.

BOMBING RESULTS: 1st Wing - 76 B-17s dropped 744 x 500 GP from 24,000 - 26,000 ft. at 1050-1055 hrs. on targets of opportunity in Germany. Most of the bombs fell on Heligoland Island; some on Dune; and 10 on Wangerooze Island. Strike photos show bursts on the barracks, Artillery Depot, residential area and submarine harbor of Heligoland, and many bursts on the airfields and runways at Dune.

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Activity NND 745 005
ET C. WRA. Ezz 7/15/67

4th Prov. Wing and 351 Group - 59 B-17s dropped 202 x 500 lb. clusters of 4lb. incendiaries and 346 x 500 GP from 24,000 - 27,000 ft. at 1056-1103 hrs. in the vicinity of Emden. Strike photos show a concentration of bursts on the Grosses Meer and Die Hiwe about 4 miles N.E. of Emden. P.R.U. report states that no fresh damage is seen at the town of Emden, port and Nordseewerke Shipyard.

REASONS FOR FAILURE TO BCMB: 1st Wing - 37 a/c failed to bomb. - 28 because the bomb run was too short on account of cloud; 3 were lost before the target area; 1 was damaged by e/a and jettisoned bombs; 4 because of mechanical and equipment failures; and 1 because a/c took off too late to catch formation.

4th Wing and 351 Group - 21 a/c failed to bomb. - 2 were spares and returned to base; 12 because of mechanical and equipment failures; and 7 because they took off too late.

ENCOUNTERS: 1st Wing - More than 100 e/a were reported, mostly FW-190s and Me-109 with some twin-engined a/c which were Ju-88s, Me-110s and Me-210s. Encounters began at North Frisian Islands on way in and continued until 10 miles W. of Heligoland on way back. Attacks followed no set pattern, but came from all directions around the clock. Two groups reported that fighters picked on the following lower groups. Air to air bombing again occurred. E/A colorings observed were: yellow, white, blue and yellow-nosed FW-190s; Me-109s camouflaged like Spitfires; an Me-109 with black fuselage and white wings; and some e/a with upper half of rudder painted orange.

4th Prov. Wing and 351 Group - Enemy air opposition was slight, from 35 to 40 e/a sighted, but attacks were not pressed home. E/A were mostly FW-190s and Me-109s with a few Me-110s. Attacks began near Borkum Island and lasted over target and out to sea for about 20-25 minutes. They came from all directions around the clock, but mostly from the tail and low. Colorings were varied: about one-half had yellow noses; others were red noses and wing tips; silver; black and yellowish camouflaged to look like Spitfires; one reported all silver with brown nose and several marked like P-47s.

CASUALTIES: Personnel: 1st Wing - 51 crew members are missing, 7 slightly wounded and 1 killed. 7 chutes seen from plane down at 53°05'N-08°20'E; 4 from a/c down out of control 20-28 miles NW of Heligoland; 5 chutes from a/c down 10 miles NW of Wilhelmshaven; and 1 from a/c down in spin 30 miles NW of Heligoland.

4th Prov. Wing and 351 Group - 10 crew members are missing from plane attacked by e/a at 54°20'N-06°18'E. - 5 to 6 chutes seen.

Equipment: 1st Wing - lost 5 B-17s. 1 on fire at 53°05'N-08°20'E; 1 blew up when attacked by e/a 2 miles S of Heligoland; 1 down 20-28 miles NW of Heligoland and one 10 miles NW of Wilhelmshaven.

4th Prov. Wing and 351 Group - lost a B-17 attacked by e/a at 54°20'N-06°18'E and both wings blew off.

Estimated Battle Damage: 1st Wing - 21 "A", 4 "AC" and 1 "B".
4th Prov. Wing and 351 Group - 9 "A".

C O N :

Activity NND 745 005
 EY K.C. WARR. E. 7/15/47

FLAK: 1st Wing:- Slight flak, accurate for height but poor for deflection, encountered at Trischen Island, Scharnhorn or Neuwerk Islands, and Alte Mellum. Slight inaccurate flak at Heligoland.

4th Prov. Wing and 351 Group - Flak over target was slight to moderate and inaccurate - bursts were black and low. Slight inaccurate flak from Aurich, Appingedam, between coast and Rottumeroog, and vicinity of Borkum Island. Three flak ships off Rottumeroog Island also fired on formation.

ROUTE: 1st Wing - Bases to Louth to $54^{\circ}50'N-06^{\circ}40'E$ to $54^{\circ}20'N-08^{\circ}15'E$ to Alte Mellum, right turn to Heligoland; to $54^{\circ}35'N-07^{\circ}10'E$ to $50^{\circ}00'N-04^{\circ}00'E$ to Cromer to bases.

4th Prov. Wing and 351 Group - Bases to $54^{\circ}50'N-06^{\circ}00'E$ to within sight of North Frisian Islands, back towards $54^{\circ}50'N-06^{\circ}00'E$ thence to Baltrum Island to I.P., 5 miles N. of Aurich, to target; left turn to point 5 miles W. of Rottumeroog Island to $54^{\circ}20'N-05^{\circ}20'E$ to $54^{\circ}10'N-04^{\circ}00'E$ to Cromer to bases.

WEATHER: 1st Wing - At take-off, clouds were 4 to 6/10 alto-cumulus above 10000 ft with 2/10 fine cirrus, very high. Visibilities were $2\frac{1}{2}$ miles in haze. Over North Sea it was clear with visibility 2-3 miles in haze. At $53^{\circ}30'N-02^{\circ}15'E$, conditions were 10/10 alto-stratus, thin at 12,000 ft. with 10/10 cirro-stratus at 28,000 ft. Alto-stratus broke at 30 miles from coast but began again at Frisian Islands. Persistent contrails 18,000 - 20,000 ft. Over primary target, clouds were 10/10 alto-stratus at 12,000 ft. with 10/10 cirrus at 28,000 ft. Holes were found in cloud over Heligoland, Dune and Wangerooge Islands. Weather conditions en route back were the same as route out.

4th Prov. Wing and 351 Group - Weather was the same except that a hole was found in the cloud cover over Emden area.

OBSERVATIONS: Near Heligoland an Me-109F was hit by flak and exploded. An A/D was seen on Neuwerk Island and a few coastal convoys sighted. One group reports that when FW-190s came in to attack, one shot off a red flare. An a/c resembling a twin-engined transport was seen on A/D at Borkum.

HEADQUARTERS NINETY-FIFTH BOMBARDMENT GROUP (H)
Office of the Group Navigator

May 15, 1943

SUBJECT: NAVIGATION Report re Operations May 15th, 1943

TO: The Operations Officer, 95th Bombardment Group (H)

1. An analysis of the Operations Mission of May 15th by the 95th Bombardment Group (H) is herewith presented:

(a) The "Take Off" occurred at 7:32 with seven planes passing in formation over the base on course at 08:00.

<u>LEG:</u>	<u>FLIGHT PLAN:</u>	<u>OPERATIONS:</u>	<u>COMMENT:</u>
To Peterborough	08:05	08:06	Rendez-vous effected with 94th Gp.
Splasher # 4	08:32	08:31	Rendez-vous effect with 402nd Gp and 96th Gp., 402nd leading.
To 54 50N - 6 00E	09:35	09:50	Flight drift considerably to the South of course turning on approximately 54 10N-5 50E.
To 54 00N-6 30E	10:19	10:10	As a result of prior error Flight made landfall on Island of Schiermonnikoog.
To Baltrum	10:50	10:50	After first landfall flight turned out to sea returning to enemy coast making landfall on Island of Juist working up coast to Island of Baltrum to effect corssing per schedule.
To Aurich	10:54	10:54	Aurich, the I.P. concealed by low orographic layer of stratus.
To Emden	11:00	11:00	"BOMBS AWAY" Alt. 26,200 IAS 135 Course: 210
To Rottumeroog	11:27	11:14	Formation turned beyond target passing over West bank of Emms Estuary and over Borkum Island.
To 54 30N5 20E	11:41	11:37	
To 54 10N 4 00E	12:00	12:02	Estimated position on turn 53 53N - 03 05E

<u>LEG:</u>	<u>FLIGHT PLAN</u>	<u>OPERATIONS</u>	<u>COMMENTS</u>
To Cromer	12:51	12:52	3 miles South of Cromer
To Alconbury	13:19	13:20	

(b) No failures of navigation instruments reported. Review of log sheets revealed a lack of DR recordings by navigators on overwater hop, though all professed they knew flight to be to the south of course prescribed by flight plan. Criticism directed to error of formation leader in taking planes directly over anti-aircraft batteries on East bank of Exms estuary and the Island of Borkum. Suggested that prior to take-off navigator discuss in detail flank area with pilot and pilot determine his licensed area of maneuverability within tenets of air discipline. QDMs employed for practice into Alconbury; splashers beacon fixes of creditable accuracy taken on return flight. Effort to get MF fixes frustrated by congestion.

WILLARD W. BROWN,
1st Lt., Air Corps,
Group Navigation Officer

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Group Commander

APO 634,
19 May, 1943.

SUBJECT: Report on the Operations of the 95th Bombardment Group (H) on 15 May 1943.

TO : Commanding General, Fourth Bombardment Wing, APO 634.

1. Group orders contemplated dispatching twelve (12) aircraft and twelve (12) were available for the mission except for incendiary bombs. Due to the lack of this type of bomb at this base, the time consumed in obtaining same, and the lack of experienced personnel, only seven (7) were available for take-off at 8:05. The remaining five (5) were loaded by 8:30, took off in an effort to join the Group enroute but were unable to do so, due to oxygen difficulties in the case of four (4).

2. Six (6) aircraft from the 94th Group were attached this organization for this mission. The flight plan contemplated that these aircraft would rendezvous with the 95th over Alconbury. However, the 92nd Group took off from Alconbury just prior to the 95th and the detachment from the 94th joined the 92nd in error.

3. After take-off and assembly this Group rendezvoused with the 94th at Peterborough at 8:30 and with the 351st and the 96th at Splasher 4 at 8:31. The wing then proceeded on course. Due to the low cruising of the lead Group, this Group had considerable difficulty in remaining in formation and was able to do so only thru continued "S-ing" however when the climb to altitude was started, no further difficulty was encountered. Bombing altitude was reached just prior to the turn back out for the diversion and maintained until beyond Barkum Island on the route out. It appeared that the lead Group overshot the diversion turn at 54 degrees 00 min N, 6 degrees 30 min E, since the East Frisian Islands were in sight before the turn was made. Upon approaching the coast, the apparently heavy undercast over the target area was apparent.

4. On the diversion and the route in, marked vapor trails were developed by all aircraft.

5. On the route in, Baltrum Island was crossed on schedule at 10:50 and flight proceeded to Aurech, the IP which was concealed by a low layer of Stratus. Target was obscured by Stratus clouds until flight was almost directly over the target. Bombs were released at 11:00 from 26,200 feet.

REPORT 15 May 1943, Con't.

6. After passing over the target Wing turned south to Southern tip of Emms Estuary, thence right and northwest over Borkum Island. After departure from Borkum Island Wing let down and proceeded on course home. About 12:00, the First Wing was below us on their route home from Kiel.

7. Enemy aircraft, FW 190 and ME 109, initiated attacks over the target and continued until the wing was approximately 30 miles off-shore on the route out. Most attacks were from below and behind, some from 3:00 oclock and 9:00 oclock. All were persistent and pressed home.

8. Heavy flak was encountered over Baltrum Island and more or less flakm the entire route. Moderate, fairly accurate flak over the target and over the east and west banks of the Emms Estuary. Flak over Borkum Island was moderate and particularly accurate. Approximately twenty (20) miles off the coast, flak from flak ships was encountered in deflection.

9. There were evidences of smoke pots on the outskirts of Emden, however the smoke off the City and the haziness make this observation of questionable value.

10. a. No casualties.
b. No aircraft missing.
c. Battle damage - minor.
d. Seven aircraft over the target.
Seven aircraft dropped bombs.
Sixty Six (66) bombs dropped.

ALFRED A. KESSLER, JR.,
Colonel, Air Corps,
Commanding.