

6
Lead Crew
ea BombCONFIDENTIALHEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

Date 7 March 1945

13 CBW FO 62

13 CBW OPS 289

3 AD FO 603

SUBJECT: Tactical Report (DATTELN AND SIEGEN, GERMANY)

TO

Colonel Shuck - 75th

1. Information Concerning the Targets: a. The primary target (Visual or Micro Cat and Mouse) for 13A was the northern Coking Plant at Datteln, Germany, and that for 13B and C the southern Coking Plant, both situated beside the Dortmund-Ems Canal.

b. The secondary target (Visual or H2X) for 13A, B, and C was Siegen, Germany.

c. The Tertiary target (Visual or H2X) for 13A, B, and C was Giessen, Germany.

2. Narrative of the Attack:

a. 13 A Group - 95A, B, C Squadrons:

(1) Navigation: (a) Assembly: The three Squadrons made a normal take-off and climb to assembly altitude, where 13A was formed over Buncher 23 at 18000'. The Wing was assembled over Felixstowe, and the Wing assembly route was as briefed to Southwold. GP 1 was crossed on course at 1022, at an altitude of 18500'.

(b) Route: The route was essentially as briefed across the channel to the Continental Coast, which was crossed at 5245-0447, at 1104, and at an altitude of 24000'. The briefed course was followed to 5228-0600. At this point the beacons were strong and clear. The RN requested to take over control and begin his run into the target by Micro Cat and Mouse technique using 5228-0600 as the IP. The Squadrons made a good peel off at the IP, and proceeded into the target individually. After bombs away, 13A was quickly reformed. The RP was out slightly short in order to fall in behind the Groups ahead, which were in the bomber stream. The route out was essentially as briefed. Because of the undercast 13A did not descend to minimum altitude but remained at 10500' over the Continent and channel to the English Coast, which was crossed at 5050-0027, at 1402 hours.

(c) Weather: A low cloud layer existed over the base areas. This layer did not hamper the assembly, because the assembly altitude was 18000'. Over the remainder of the route in and out a solid undercast prevailed, the top of which was reported at 10000'.

(d) Navigational Difficulties: Other than jamming of Gee on the Ruhr Chain, no difficulties or equipment failures were reported.

(e) PFF Narrative: Four PFF A/C were dispatched: 95A deputy was assigned to use radar equipment for navigation only. Beacon reception was strong in 95A, B, and C and the Squadrons made individual Cat Mouse sightings on the primary target.

(2) Bombing:

(a) 95A Squadron (8709):

Authority 00024505
 By SA/DA/DA/9/7/6
C O N F I D E N T I A L

2. A/C Attacking: Bombs Dropped

a. Primary 12 159x500 LB GP
 Returning 1 1x500 LB GP

b. Bombing Altitude: 24000°

c. Time of Release: 1144½

3. Run-in from IP to Target: The maneuver at the IP was made good. The RN took over and proceeded to set up course. Beacon reception was good. The bombardier was clutched in approximately 9 miles before the BRL, and subsequent rate checks were good. Bombs were released on a true heading of 190 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Reports: a. No bursts of A are shown, but sufficient terrain is visible to identify the position of the Squadron during the bomb run.

b. The BRL was at a point approximately 6000°N and 2200°E (short and to the left of) the assigned target.

c. The bombs probably fell about 2200° to the left and 1½ miles beyond the target in fields.

5. Bombing Malfunctions: A/C 8776 returned one bomb because the shackle was installed backwards.

(b) 95B Squadron (8210):

<u>1.</u> Air Leader	Capt. Wright	Nav	Lt. Pieper
Pilot	Capt. Savage	Asst Nav	
Co-Pilot		RN	Lt. Burrow
		Bomb	Lt. Seferian

2. A/C Attacking: Bombs Dropped

a. Primary 11 154x500 LB GP
 Jettisoning 2 24x500 LB GP

b. Bombing Altitude: 24500°

c. Time of Release: 1143½

3. Run-in from IP to Target: After the maneuver at the IP, which was made as briefed, the RN took over and set up course. Beacon reception was good throughout the entire bomb run. The bombardier was clutched in at 9 miles and subsequent rate checks, excluding the last, were good. Bombs were released on a true heading of 183 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Report: a. Photographs taken by 95C show at least 10 bursts from bombs dropped by 95B. The position of these bombs about 1½ miles N (short) of the target in fields - is the approximate location of where 95B's bombs would fall according to the bomb trajectory chart.

5. Bombing Malfunctions: A/C 8255 accidentally jettisoned its entire load on the bomb run when rack switches were turned on. A/C 8617 (returning spare) jettisoned entire load in channel.

C O N F I D E N T I A L(c) 95C Squadron (8667):

<u>1.</u>	Air Leader	Lt. Wright	Nav	Lt. Orterburn
	Pilot	Lt. Taylor	Asst Nav	
	Co-Pilot	Lt. Murry	RN	Lt. Webber
			Bomb	Lt. Center

2. A/C Attacking: Bombs Dropped

<u>a.</u>	Primary	11	150x500 LB GP
	Jettisoning	3	28x500 LB GP

b. Bombing Altitude: 23500'

c. Time of Release: 1144

3. Run-in from IP to Target: After the IP, which was made good, the RN took over and proceeded to set up course. Approximately 9 miles from the BRL, the bombardier was clutched in. The first and second rate checks were slow. Subsequent rate checks, however, were good, and bombs were released on a true heading of 180 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Reports: a. No bursts of C are apparent, but sufficient terrain is visible to identify the position of the Squadron during the bomb run.

b. The BRL was at a point approximately over the assigned target. The bombs probably fell in fields or woods about 2½ miles S (beyond) of the target.

5. Bombing Malfunctions: A/C 6946: (returning spare) jettisoned entire load in channel on orders from the tower. A/C 8281: The togglier released entire load early on the bomb run. A/C 8741: Jettisoned 4x500 LB GP in channel; bombs hung up because of frozen shackles.

b. 13 B Group - 390A, B, C Squadrons:

(1) Navigation: (a) Assembly: The Squadrons made a normal take off and climbed to assembly altitude over Bancher 11. The Group was formed at 18000'. 13B made rendezvous with 13A at Felixstowe as briefed and followed them throughout the Wing assembly. The Wing assembly was completed at Southwold at 1023, at an altitude of 18800'.

(b) Route: The route was essentially as briefed over the channel and continent to the IP (5215-0708). The Squadrons peeled off at this point, because of poor beacon reception 390C flew in formation with 390A, while 390B proceeded on to make an individual bomb run. Good Group formation was effected after bombs away. The RP was cut approximately five miles short in order to follow 13A. The route out was essentially as briefed and uneventful.

(c) Weather: Same as 13A.

(d) Difficulties: None.

(e) PFF Narratives: Three PFF A/C were dispatched. 390C received the course beacon, which faded completely prior to the IP. The rate beacon was not received. 390A and B had strong beacon reception and were able to complete individual C/M sightings on the primary target.

(2) Bombing:

C O N F I D E N T I A L(c) 95C Squadron (8667):

1.	Air Leader	Lt. Wright	Nav	Lt. Orterburn
	Pilot	Lt. Taylor	Asst. Nav	
	Co-Pilot	Lt. Murry	RN	Lt. Webber
			Bomb	Lt. Conter

2. A/C Attacking: Bombs Dropped

a.	Primary	11	150x500 LB GP
	Jettisoning	3	28x500 LB GP

b. Bombing Altitude: 23500'

c. Time of Release: 1144

3. Run-in from IP to Target: After the IP, which was made good, the RN took over and proceeded to set up course. Approximately 9 miles from the BRL, the bombardier was clutched in. The first and second rate checks were slow. Subsequent rate checks, however, were good, and bombs were released on a true heading of 180 degrees. C-1 Auto-Pilot was used on the bomb run.

4. PI Reports: a. No bursts of C are apparent, but sufficient terrain is visible to identify the position of the Squadron during the bomb run.

b. The BRL was at a point approximately over the assigned target. The bombs probably fell in fields or woods about 2 1/2 miles S (beyond) of the target.

5. Bombing Malfunctions: A/C 6946: (returning spare) jettisoned entire load in channel on orders from the tower. A/C 8281: The toggler released entire load early on the bomb run. A/C 8741: Jettisoned 4x500 LB GP in channel; bombs hung up because of frozen shackles.

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(1) Navigation: (a) Assembly: The Squadrons made a normal take off and climbed to assembly altitude over Buncher 11. The Group was formed at 18000'. 13B made rendezvous with 13A at Felixstowe as briefed and followed them throughout the Wing assembly. The Wing assembly was completed at Southwold at 1023, at an altitude of 18800'.

(b) Route: The route was essentially as briefed over the channel and continent to the IP (5215-0708). The Squadrons peeled off at this point, because of poor beacon reception 390C flew in formation with 390A, while 390B proceeded on to make an individual bomb run. Good Group formation was effected after bombs away. The RF was cut approximately five miles short in order to follow 13A. The route out was essentially as briefed and uneventful.

(c) Weather: Same as 13A.

(d) Difficulties: None.

(e) PFF Narratives: Three PFF A/C were dispatched. 390C received the course beacon, which faded completely prior to the IP. The rate beacon was not received. 390A and B had strong beacon reception and were able to complete individual C/W sightings on the primary target.

(2) Bombing:

Authority MD245005
By SL Date 9/2/07

95A Squadron

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 7 March 1945.

LEAD

PARKER
8709

RYAN
9175

TESSEIR
8040

HIGH

ROSENZWEIG
8525

LOW

RIVET
8776

BRAMLETT
8438

JUDY
1867

ADDISON
7154

BROWN
8217

MOZLEY
8640

SCHULZ
8229

PARRISH
9152

BRIEFING _____
READINESS _____
STATIONS _____
TAXI _____
TAKE-OFF _____
RENDEZVOUS _____

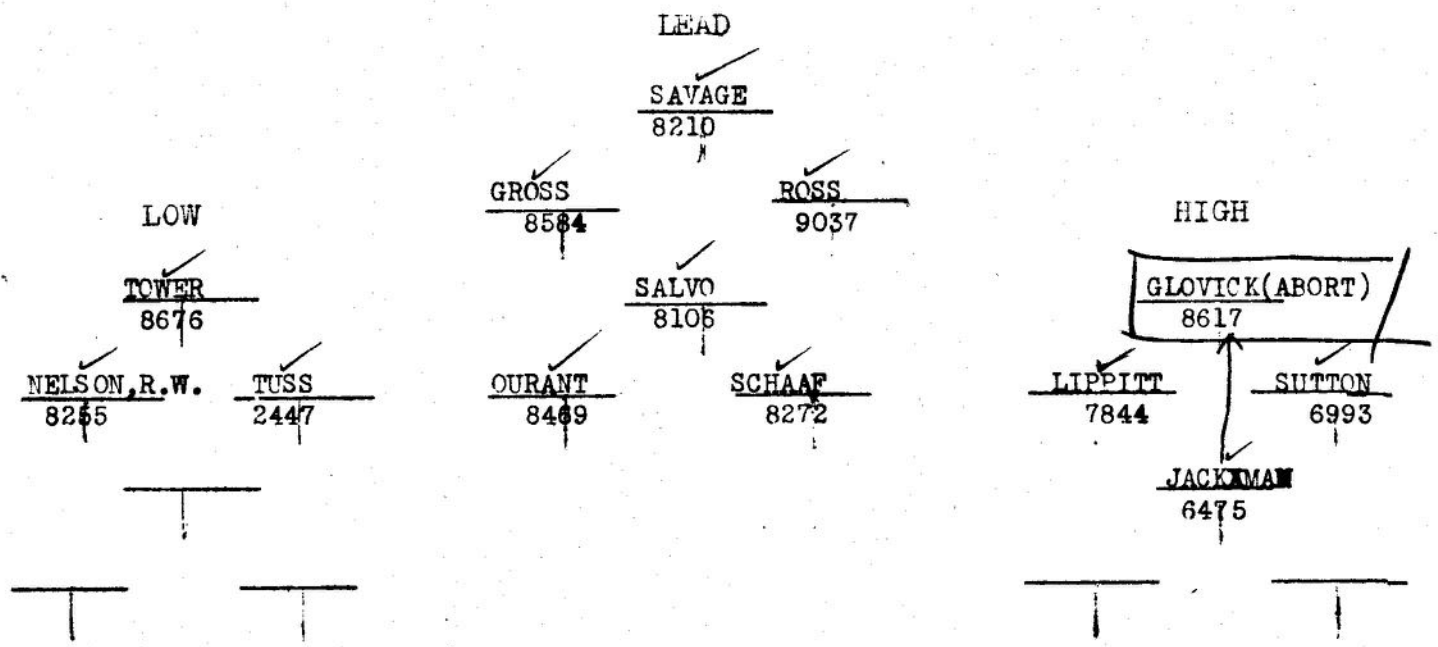
EXTRA SHIPS
334 _____
355 _____
336 _____
412 _____

Authority DD245005
By SL Date 9/7/07

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 7 March 1945



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 355 _____
 336 _____
 412 _____

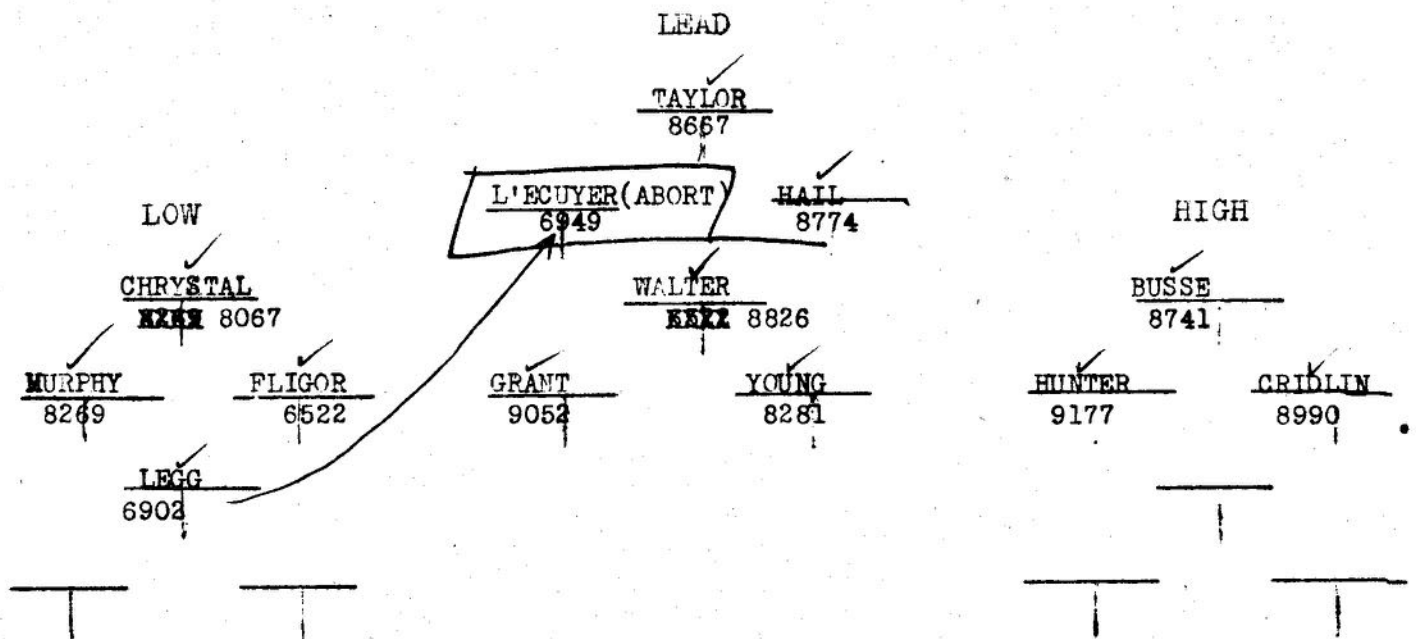
Authority DD245005
By SL Date 9/7/07

95C Squadron

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 7 March 1945



BRIEFING _____
 READINESS _____
 STATIONS _____
 TAXI _____
 TAKE-OFF _____
 RENDEZVOUS _____

EXTRA SHIPS
 334 _____
 335 _____
 336 _____
 412 _____

B

FORM 3

STATION 119

DATE 7 MAR. 45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	J	8210	SAVAGE	✓ ✓		0730		1523	
336	T	9037	ROSS	✓ ✓		0757		1506	
"	A	8584	GROSS	✓ ✓		0736		1517	
"	E	8106	SALVO	✓ ✓		0737		1520	
"	P	8272	SCHAAF	✓ ✓		0738		1524	
"	U	8469	DURANT	✓ ✓		0739		1512	
"	Q	8617	GLOVICK	✓ ✓		0740		1003 -	
"	W	6993	SUTTON	✓ ✓		0813		1522	
"	R	7844	LIPPITT	✓		0741		1516	
"	L	6475	JACKMAN	✓ ✓		0742		1519	
"	V	8676	TOWER	✓ ✓		0743		1513	
"	H	2447	TUSS	✓ ✓		0744		1510	
335	A	8255	NELSON, R.W.	✓ ✓		0744		1505	

DECLASSIFIED
 Authority NND 2500
 9/15/81

119

FORM 3

STATION 119

DATE 7 MAR '45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
335	L	8667	TAYLOR	✓ ✓		0732		1548	
412	B	8774	HAIL	✓ ✓		0733		1551	
	F	6946	L'ECUYER	✓ ✓		0808		0921	#4 ENGINE OUT
	J	8826	WALTER	✓ ✓		0756		1540	
	Z	8281	YOUNG	✓ ✓		0757		1544	
335	S	9052	GRANT	✓ ✓		0758		1546	
412	M	8741	BUSSE	✓ ✓		0758		1500	
	X	8490	CRIDLIN	✓		0823		1540	
	Y	4177	HUNTER	✓ ✓		0759		1542	
	E	8067	CHRISTAL	✓ ✓		0800		1541	
	H	6522	FLIGOR	✓ ✓		0801		1539	
335	K	8269	MURPHY	✓ ✓		0802		1530	
"	G	6902	LEGG	✓		0803		1547	

DECLASSIFIED
 AUTHORITY NND 25005
 9/16/97

A

STATION 119

FORM 3

DATE 7 MAR 45

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					EST	ACT	EST	ACT	
336	F	8709	PARKER	✓		0730		1535	
412	N	8040	TESSIER	✓	✓	0731		1533	
338	L	9175	RYAN	✓	✓	0745		1534	
"	R	8438	BRAMLETT	✓	✓	0746		1527	
"	F	7154	ADDISON	✓	/	0747		1531	
"	O	1867	JUDY	✓	/	0747		1532	
"	U	8525	ROSENZWEIG	✓	✓	0748		1501	
"	D	8640	MOZLEY	✓	/	0749		1527	
"	K	8317	BROWN	✓		0750		1525	
"	B	8776	RIVET	✓	/	0804		1528	
"	P	4152	PARRISH	✓	/	0751		1526	
"	N	8229	SCHULZ	✓	✓	0752		1529	

DECLASSIFIED
 Authority MDRS/MS
 By SP-4/MS/MS
 9/7/81

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
APO 559

7 March 1945

SUBJECT: Abortion

TO : Office of the Squadron Commander, 412th Bomb Sqdn (H), 95th Bomb Gp (H),
APO 559, U. S. Army.

1. Pilot L'Ecuyer of aircraft No. 44-6946 on this date aborted above field at 5000 feet at 0830 hours.
2. No. 4 engine oil pressure dropped to 40 pounds and oil temperature rose to 100° C immediately after take-off.
3. The tower was called and notified of the trouble. The tower gave the pilot orders to feather the propellor and proceed out to the North Sea and jettison bombs 40 miles east of Southwold. The order was complied with.
4. Aircraft landed at base at 0930 hours.

Gregory E. L'Ecuyer
GREGORY E. L'ECUYER
1st Lt., Air Corps,
Pilot.

1st Ind.

HEADQUARTERS, 412TH BOMB SQ (H), 95TH BOMB GP (H), APO 559, U. S. ARMY, 7 March 45.

TO: Commanding Officer (Attn: Gp Ops. Off.), 95th Bomb Gp (H), APO 559, U.S. Army.

1. A check has been made with Engineering. The engine did have an internal failure.
2. The pilot had no choice but to abort and return to the field as he did.
3. Disciplinary action taken: None.

James O. Frankosky
JAMES O. FRANKOSKY
Major, Air Corps,
Commanding.

THREE HUNDRED THIRTY SIXTH BOMBARDMENT SQUADRON (H) C-B-1
OFFICE OF THE OPERATIONS OFFICER
APO 559

7 March 1945

SUBJECT: Abortion of Aircraft No. 8617.

TO : Commanding Officer, 95th Bombardment Group (H), APO 559, U.S. Army.
(attention operations officer)

1. I took off in aircraft No. 8617 at 0740 on mission of 7 March 1945.
2. After climbing about 10,000 ft. the manifold pressure on No. 3 engine began to decrease with additional altitude. When we reached 18,000 ft. below assembly altitude it indicated 27". The other three engines pulled 40" and we indicated 150 MPH straight and level. Upon instructions from the tower we salvoed our bombs in the channel at 0850. Returned to base and landed at 0930.

Barney Glovick
BARNEY GLOVICK
1st. Lt. A. C.
Pilot

336 BOMBARDMENT SQUADRON (H)
OFFICE OF THE ENGINEERING OFFICER
AAF 119 APO 559

7 March 1945

SUBJECT : Airplane Abortions.

TO : All Concerned.

1. Airplane 38617 returned early from the mission of this date because of low boost on number three supercharger. A badly cracked induction pipe was found which was the cause of the trouble.

Robert E. Baxter
ROBERT E. BAXTER,
Capt., Air Corp,
Engineering Officer.

STATION WEATHER OFFICE
AAF STATION 119
APO 559

T-C-1

8 March 1945

SUBJECT: Meteorological Interrogation Summary for Mission of 7 March 1945.

TO : Commanding Officer, Headquarters, 95th Bombardment Group, APO 559.

1. Base at take-off: Time was 0745 hours. 9-10/10 stratocumulus base 6000, tops 8000 feet. Visibility was 5 miles.

2. Route to target: 10/10 stratocumulus below 10,000 feet with few small breaks in target area. 1-2/10 thin cirrus above 28,000 feet over the continent. Visibility aloft was unrestricted except for occasional haze patches over the continent.

3. Target area: Batteln, Germany. Time was 1144 hours. 10/10 stratocumulus with few breaks below 10,000 feet. 1-2/10 thin cirrus above 28,000 feet.

4. Return route: Reverse of route out.

5. Base on return: Time was 1519 hours. 10/10 stratocumulus base 2500-3000, tops 8500 feet. 3-5/10 thin scud cloud at 1500 feet. Light intermittent rain. Visibility was 3 miles.

6. Remarks: Light non persistent contrails at 18,000 feet over the bases on assembly.

Ralph E Lewis
RALPH E. LEWIS,
1st Lt., Air Corps,
Asst. Weather Officer.

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

V-A-1

APO 559
8 March 1945

SUBJECT: Engineering Report on Combat Mission of 7 March 1945.

TO : Commanding Officer, 95th Bombardment Group (H). Attention:
Operations Officer.1. The following information is submitted concerning combat mission
of 7 March 1945.

- a. Thirty-six (36) B-17 aircraft took-off as scheduled.
- b. Thirty-six (36) B-17 aircraft returned to base after
completion of combat mission.

2. There were no abortive aircraft.

3. Battle damage is as follows.

43-38776 - Rt wg major damage
42-102447 - Major battle damage
44-6522 - Major damage #3 Supchgr
43-38255 - Skin damage
43-39037 - Skin damage
44-8584 - Skin damage
42-97844 - Skin damage
43-38990 - Skin damage
43-38067 - Skin damage

Donald H. Dowlin
DONALD H. DOWLIN
Capt., Air Corps
Gp Engineering O

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

APO 559
7 March 1945

SUBJECT: S-2 Report, Mission to Datteln, Germany, 7 March 1945.

TO : Commanding Officer, 95th Bombardment Group (H), APO 559, U. S. Army.

1. The Mission - The 95th Group flew as 13A Combat Group to attack the Coking Plant at Datteln, Germany. All three squadrons attacked the primary target on Micro-H. Bombing was done in the order 95B-C-A.

95A: Ten A/C plus two PFF took off and formed the lead squadron. All A/C bombed the primary target.

95B: Twelve A/C plus one PFF took off, forming the high squadron. Ten A/C plus one PFF bombed the primary target. One spare A/C, 8617, turned back at 5215-0110 at 0850 hours because of mechanical trouble and jettisoned bombs at 5219-0245. A/C 8255 because of a rack malfunction, dropped its bombs at 5211-0705 at 1136 hours.

95C: Twelve A/C plus one PFF took off and formed the low squadron. Eleven A/C plus one PFF bombed the primary target. One spare A/C, 6946, turned back at 5230-0247 at 0855 hours because of mechanical failure and jettisoned bombs at 5230-0247 at 0855 hours.

2. For further information reference is made to the Operational Narrative TWX of the Intelligence Section.

For the Intelligence Officer:

F. X. Pierce
F. X. PIERCE
1st. Lt., Air Corps
Ass't. S-2 Officer

Authority OAD 24505
 By *[Signature]* Date 9/7/8

CONFIDENTIAL
 TO MAR 1945

JXI

IMMEDIATE INTERPRETATION REPORT NO. K. 3914

LOCALITY: DATTELN (Nr. RECKLINGHAUSEN)
 EISCHE LIPPE BENZOL PLANTS.

95TH
[Signature]

PERIOD COVERED: Up to 1600A hrs. on 9 MAR 1945.

ATTACHES:

	<u>Date</u>	<u>S.A.</u>	<u>Reported Weather</u>
U.S. 8th AIR FORCE	7 MAR 1945	3339	6/10 - 10/10 cloud.
R.A.F. BOMBER COMMAND (Small Force)	9 MAR 1945	-	10/10 cloud.

PROVISIONAL STATEMENT ON DAMAGE.

Severe damage is seen in both the North and South parts of the EISCHE LIPPE benzol plant but is heaviest and most extensive in the Southern one, where fires are still burning. A large multi-bay building at the southern end has been nearly destroyed. Near the center of the area one small and two medium buildings have been almost destroyed, a smoke stack has collapsed and cylinders and piping have been damaged. In addition, one large and four medium buildings have been severely damaged, and three buildings and four cooling towers moderately damaged.

In the North plant a medium building has been destroyed, two half gutted, and another shows severe roof damage. A long rectangular building has some roof lights missing while two cooling towers have been damaged.

A great deal of business and residential damage is visible N. and W. of both plants and in some places fires are still burning.

Craters are seen in the sidings E. of the southern plant while some 15 of 25 barrack buildings to the south have been wrecked.

At the junction just E of the Northern plant the embankment of the Dortmund-Canal has been breached in two places. (Imm. Inter. Report K. 3914).

DETAILS OF DAMAGE:

SOUTH PLANT

- Large multi-bay building at south end. : Almost completely demolished. Still burning.
- Long rectangular building E. of above : Severely damaged. Several direct hits at south end. Most of roof damaged.
- Large building (central part of plant) : Medium hole in roof. Large area of blast marking.
- Medium building, E. of above : 1/3 destroyed. Minor roof damage to remainder. One of two towers on W. side collapsed and leaning on adjacent building.
- Building adjacent to above, W. side. : Minor roof damage. Objects on roof disorganized.
- Two cooling towers, N. of above : One minor and other severe damage to outer frame-work.
- Large multi-bay building, E. of plant : Minor roof damage.
- Medium building (W. Central) : Blast marks at E. end.
- Small cooling-tower N. of above : Minor damage to outer framework.
- Area of devastation near center of plant :
- Medium building : Demolished, still burning.

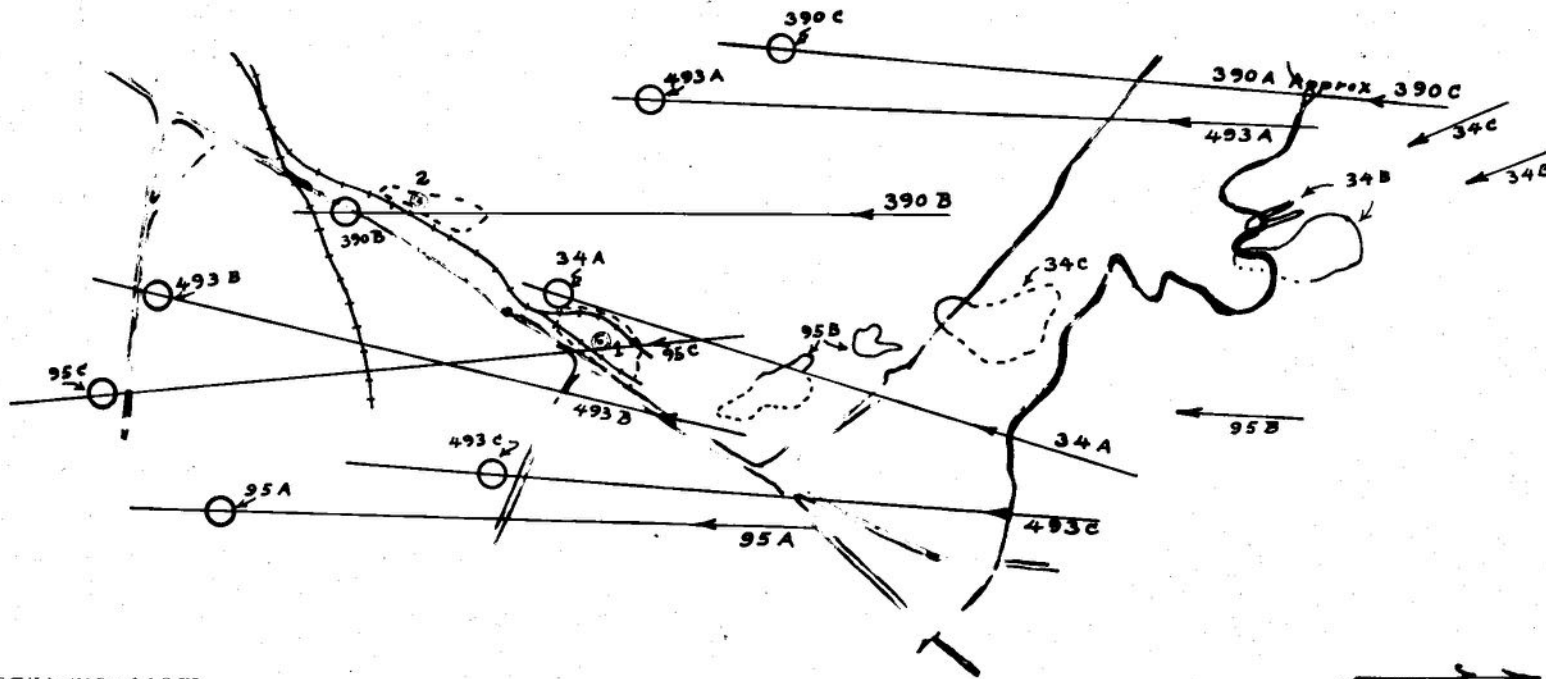
BOMB PLOT - BENZOL PLANTS - DATTELN, GERMANY
GROUPS OF 30 AIR DIVISION IN ORDER OF ATTACK

7 March 1945 *CLK*

Overlay made on N.T.M. -15

GROUP	LOAD	MP.	PHOTOGRAPH	Alt.	NOTES
34A	500 ⁺ G.P.	1	34/652	24,000	M-H.
34B	"	1	34/651	24,500	M-H.
34C	"	1	34/653	23,000	Released on 34A
493A	"	1	493/725	23,800	M-H
493B	"	1	493/728	24,000	M-H
493C	"	1	493/726	23,500	M-H
95A	"	1	95/1541	24,000	M-H
95B	"	1	390/1442	24,500	M-H
95C	"	1	95/1544	23,500	M-H
390A	"	2	390/1442	24,000	M-H Can not plot
390B	"	2	390/1440	24,500	M-H
390C	"	2	390/1444	24,300	Released on 390 A

Bombing Time 1138 to 1144



Prepared at Hq. 30 Air Div.

DECLASSIFIED
 Authority: *MD 2500*
 Date: *9/7/01*
 By: *SP-4 LJA*

Authority OASD 24505
 By *SW* Date 9/7/61

3BD INST 45-2 (9 OCT 44)

OPERATIONAL REPORT - STATISTICAL SECTION

	95A	95B	95C
1. GROUP			
2. A/C AIRBORNE	10+2	12+1	12+1
3. SORTIES	10+2	11+1	11+1
4. A/C ATTACKING	10+2	10+1	11+1
5. A/A FAILING TO ATTACK	0	2	1
a. Mechanical		1	
b. Weather			
c. Enemy action			
d. Other		1	1
6. A/C LCST	0	0	0
a. TO AA			
b. TO E/A			
c. TO AA AND E/A			
d. TO Accident			
e. By Reasons Unknown			
7. TIME OF ATTACK	1143 1/2	1143	1144
8. ALTITUDE OF ATTACK	24300'	24900'	23800'
9. BOMBS DROPPED (PRIMARY)	Dattel'n Mt.	Same	Same
a. Number	159	150	160
b. Size	500	500	500
c. Type	GP	GP	GP
d. Number A/C Bombing	12	11	12
BOMBS DROPPED (OTHER)			
a. Number			
b. Size			
c. Type			
d. Number A/C Bombing			
BOMBS DROPPED (OTHER)			
a. Number			
b. Size			
c. Type			
d. Number A/C Bombing			
10. BATTLE DAMAGE (Engineering)	1	5	4
a. Minor		4	3
b. Major	1	1	1
c. Salvage			
12. Claims	0	0	0
	1 X 500 GP Ret.	14 X 500 Jett Channel 14 X 500 Jett (5211-0705)	18 X 500 Jett Channel.

Phoned *18/15/50*
 1740 hrs
(11)