

and landed no less than 160 miles S.W. of the aerodrome undamaged.

On the 5th July twelve machines of No. 55 Squadron, under the Command of Capt. F. Williams and Capt. D. R. G. Mackay, set out to attack the railway sidings at Coblenz. Shortly after starting the squadron passed over thick clouds and steered its course by compass, but the target was obscured by clouds. The leader turned with the intention of attacking Karthaus, but as he turned the anti-aircraft barrage over Coblenz opened. Through a small hole in the clouds he could see a portion of the target, and the formation followed him and released their bombs.

On the 31st July No. 99 Squadron, under the command of Capt. Taylor, went out to attack Mainz. They encountered forty hostile scouts south of Saarbrücken. Fierce fighting ensued, as a result of which four of our machines were shot down. The remaining five machines of the formation reached Saarbrücken, and dropped their bombs on the station. On their way home they were again attacked by large numbers of hostile scouts, and suffered the loss of three more of their number.

Immediately after their return No. 104 Squadron, led by Captain E. A. Mackay and Captain Home-Hay, proceeded to attack the factories and sidings at Saarbrücken, which they successfully accomplished with no losses.

On the 11th August No. 104 Squadron, under the command of Major Quinell, attacked the station at Karlsruhe, in spite of bad weather conditions, causing a heavy explosion in the station and scoring many direct hits on the railways sidings. In the course of fighting one of our machines was brought down and three of the enemy's machines were driven down out of control.

Frankfurt was attacked for the first time on August 12th by twelve machines of No. 55 Squadron, under the command of Captains B. J. Silly and D. R. G. Mackay. Most of the bombs burst in the town east of the goods station, and all the machines returned safely with the loss of one observer, who was killed by machine-gun fire.

The formation was heavily attacked by forty scouts of various types over Mannheim on its way to the objective and throughout the return journey. Two hostile machines were destroyed and three were driven down. The average time taken by each machine on this raid was five hours and thirty minutes, but all machines reached their objective and returned safely, though they only just cleared the trenches on their return journey, running completely out of petrol.

On the night of 21st-22nd August two Handley Page machines of No. 216 Squadron, piloted by Captain Halley and Lieut. Stronach, dropped just over a ton of bombs on Cologne station, causing a very large explosion. The time taken on this raid was seven hours.

On the 22nd August twelve machines of No. 104 Squadron started on a raid on Mannheim. The formations were led by Captain J. B. Home-Hay and Captain E. A. Mackay. Two machines had to land under control about five miles over the lines, after driving away eight hostile machines. Immediately before the objective was reached fifteen hostile machines attacked the formation with great determination and resistance. The formation came down to 6,000 feet in following the

leader, who was shot down under control. In the fierce fighting three German machines were destroyed. Despite constant and determined attacks by superior numbers, ten machines dropped bombs on Mannheim, causing seven bursts on a factory, where four fires were caused. A direct hit was also obtained on a large new building immediately south of the Badische Anilin Soda Fabrik Works.

On the night of the 25th-26th August two machines of No. 215 Squadron made their first attack on the Badische Anilin Soda Fabrik Works at Mannheim.

The two machines, piloted by Captain Lawson and Lieut. Purvis, left at eight o'clock. One pilot shut off his engine at 5,000 feet and glided in on the target from the N.W., following the river. He was at once picked up and held in the beams of the searchlights, and an intense anti-aircraft barrage was put up. The machine continually changed its course, but could not shake off the searchlights, and the pilot was completely blinded by the glare. At this moment the second machine glided in, with its engine almost stopped, underneath the first machine, got immediately over the works, below the tops of the factory chimneys, and released its bombs right into the works. The searchlights at once turned on to this machine, freeing the first machine from their glare. This machine then turned and made straight for the works as low as the second machine amongst the chimneys, and released its bombs. The searchlights were turned almost horizontally to the ground and the anti-aircraft guns were firing right across the works and factories almost horizontally. In spite of this, the two machines remained at a low altitude and swept the factories, works, guns and searchlights with machine-gun fire. On the return journey both of these machines passed through rain and thick clouds, whilst lightning and thunder were prevalent throughout the trip.

On the night of the 2nd-3rd September machines of No. 215 Squadron attacked Buhl aerodrome and the railway junction at Ehrang, some of the machines making two trips. In the first attack on Buhl two direct hits were obtained and three fires started, all bursts being observed on and in close proximity to the hangars. The second attack was carried out from 150 to 900 feet, machines circling around the aerodrome for fifteen minutes. Excellent shooting was made and thirteen direct hits were claimed. Three hangars were entirely demolished and a fire started. In addition motor lorries were bombed from 100 feet, and a hostile machine on the ground was attacked with good results.

On the 7th September eleven machines of No. 99 Squadron, followed by ten machines of No. 104 Squadron, made an almost simultaneous attack on Mannheim, where bombs were dropped with excellent results on the Badische Anilin and Soda Fabrik.

No. 99 Squadron obtained at least eight direct hits on the factory, but the results of No. 104 Squadron could not be observed owing to the mist and smoke. Both squadrons were attacked on the outward and return journey and over the objective by superior numbers of hostile aircraft. The formation of No. 99 Squadron were led by Colonel (then Major) L. A. Pattinson, and the formation of No. 104 Squadron by Captain R. J. Gammon.