

Karlsruhe.
 Karlsruhe.
 Ludwigshafen.
 Landau.
 Mainz.
 Mannheim.
 Lahr.
 Lumes.
 Luxemburg.
 Oberndorf.
 Offenburg.
 Pforzheim.
 Pirmaisens.
 Rastatt.
 Rombas.
 Rottweil.
 Sallingen.
 Saarburg.
 Saarbrücken.
 Stuttgart.
 Treves.
 Weisbaden.
 Worms.
 Voelkingen.
 Wadgassen.
 Zweibrücken.

And other miscellaneous targets.

It must also be remembered that of the 109 machines which were missing, the majority dropped bombs on targets before landing. The amount of bombs dropped by these machines is not included in the above figures.

In June the longest distance flown out and back by day was 272 miles, and by night 240 miles.

In July the longest distance flown out and back by day was 272 miles, and by night 300 miles.

In August the longest distance flown out and back by day was 330 miles, and by night 342 miles.

In September the longest distance flown out and back by day was 320 miles, and by night 320 miles.

In October the longest distance flown out and back by day was 320 miles, and by night 272 miles.

A large amount of photographic reconnaissance was done by individual machines at a great height. This work was nearly always successfully carried out, and only one photographic machine was lost during the whole period of operations.

Photographs have proved time and again the efficiency of the work of the bombing machines. Captured correspondence testified to the great moral effect of the bombing attacks on Germany.

It was apparent by the end of June that the enemy was increasing the number of fighting machines opposed to us. These machines were presumably being provided from Squadrons he had withdrawn from the Russian Front and re-equipped for Home Defence work. In September and October our day bombing squadrons had to fight practically from the front line to their objective, and from there home again. In several cases they had to fight the whole way out and the whole way back. This necessitated the most careful keeping of formation in order to avoid undue casualties, as once the formation was split up the enemy's machines could attack individual machines at their leisure. When our machines were in formation he generally concentrated on the

rear machines, occasionally making attacks on the machine in front.

I would like to state here that the courage and determination shown by the pilots and observers were magnificent. There were cases in which a squadron lost the greater part of its machines on a raid, but this in no wise damped the other squadrons' keenness to avenge their comrades, and to attack the same target again and at once.

It is to this trait in the character of the British pilots that I attribute their success in bombing Germany, as even when a squadron lost the greater part of its machines, the pilots, instead of taking it as a defeat for the Force, at once turned it into a victory by attacking the same targets again with the utmost determination. They were imbued with the feeling that whatever their casualties were, if they could help to shorten the war by one day and thus save many casualties to the Army on the ground they were only doing their duty. I never saw, even when our losses were heaviest, any wavering in their determination to get well into Germany.

Long-distance bombing work requires the utmost determination, as a change of wind completely upsets all calculations that may have been made before starting. It requires fine judgment on the leader's part to know if he perseveres to the objective, whether he will have sufficient fuel to carry the formation home again safely. This will be realised when it is pointed out that on several occasions the machines with only five and a quarter hours' petrol were out for that time; in one case a formation was out for five hours and thirty minutes and it only just managed to clear the front line trenches on its homeward journey. A miscalculation of five minutes would have lost the whole formation.

Ceiling was of more importance than speed for long-distance day bombing work. It was essential that squadrons should fly as high as possible, and it soon became apparent, as I had already stated, that the two squadrons with the 200 h.p. B.H.P. engines had not sufficient power for this long-distance work. One squadron was re-equipped with D.H. 9a machines with Liberty engines in November before the signing of the Armistice, and the second squadron had started re-equipping.

The 27th Group was established in England under the command of Colonel R. H. Mulock, D.S.O., for the purpose of bombing Berlin and other centres. This Group only received the machines capable of carrying out this work at the end of October, and though all ranks worked day and night in order to get the machines ready for the attack on Berlin they were only completed three days before the signing of the Armistice.

The Daily Communiqués gave all the places which were attacked, and therefore I have not repeated those reports in this despatch.

I would, however, like to bring to your notice the following important raids which show some of the difficulties met with in long-range bombing.

On the night of the 29th-30th June. Handley Page machines of No. 216 Squadron were ordered to attack the chemical works at Mannheim. Owing to the weather conditions only one machine reached the objective, on which it dropped its bombs. This machine, on the homeward journey, failed to pick up its aerodrome,