

# Folder No. 6

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NO. 1 PRACTICE MISSION 28 OCT 44

9-5239-81

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# TACTICAL MISSION REPORT NO 1

TARGET; DUBLON I., TRUK ATOLL

HQ XXI BOMBER COMMAND  
HQ 73RD BOMB WING

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HEADQUARTERS XXI BOMBER COMMAND  
APO 234

TACTICAL MISSION REPORT

Field Order No. 14                      Mission No. I  
Target: Dublon Island, Truk Atoll  
28 October, 1944

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Field Order No. 14

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S E C R E T

TACTICAL NARRATIVE

1. Acting on orders contained in Wing Field Order No. 14, nine (9) Baker 29's from the 869th Bomb Squadron of the 497th Bomb Group, and three Baker 29's of the 873rd Bomb Squadron, two Baker 29's of the 874th Bomb Squadron and two Baker 29's of the 875th Bomb Squadron, the last three squadrons comprising the 498th Bomb Group, prepared to bomb submarine pens on Dublon Island in the Truk Islands.
2. Each aircraft of the 498th Bomb Group carried six 1000 lb G.P. bombs, forty-two of which were dropped on the target. Each of the aircraft of the 497th Bomb Group carried twelve 500 lb G.P. bombs; the seven aircraft which attacked THE TARGET dropped seventy-four 500 lb G.P. bombs. The fuel load for each aircraft was 5440 gallons; gross weight was 124,000 lbs., the distance flown was 1480 nautical miles.
3. The nine aircraft of the 497th Bomb Group took off from base at 2030Z, 27 Oct 1944; the nine aircraft of the 498th Bomb Group took off from base beginning at 2040Z, 27 Oct 1944; the last aircraft was airborne at 2049Z. The first aircraft of the 498th Bomb Group landed at 0303Z, 28 Oct 1944 and the last aircraft landed at 0315Z, 28 Oct 1944. The first A/C of the 497th Group landed at 0242Z, 28 Oct, and the last at 0311Z, 28 Oct 1944.

Two aircraft of the 498th Bomb Group returned early, one because of a malfunction in the number one engine, the other because the CFC gunner's oxygen mask was lost when the top blister burst at altitude, thereby inflicting serious head injuries on the CFCgunner. Two aircraft of the 497th Bomb Group also returned early; one plane because of a blown out cylinder, the other because of a runaway propeller.
4. The target was attacked by seven aircraft of each Group from an altitude of 25,000 feet. Seventy four 500 lb. G.P. bombs were dropped by the 497th Bomb Group and forty-two 1000 lb G.P. bombs were dropped by aircraft of the 498th Bomb Group. Weather over the target was good with scattered cumulus and cirrus clouds and unlimited visibility.

Photographic interpretation shows that the bombing done by the 497th Bomb Group was good with approximately forty visual bomb bursts in the target area; the bombing of the 498th Bomb Group was not quite so effective since only ten visual bomb strikes for this group are apparent in the target photographs.
5. Antiaircraft fire was heavy, meager, and inaccurate; black bursts were observed from 1500 feet to 5000 feet below the formation. It was conjectured that most of the antiaircraft fire was of the 75 mm. class. There was no damage from antiaircraft fire. The only enemy air opposition encountered was from one single engined a/c, probably a Zeke which the 497th Bomb Group states made two passes to 900 yards but did not fire. The personnel of the 498th Bomb Group reported that the a/c flew level with the formation at a distance of 3000 feet, then dived to an altitude of 20,000 feet and was lost to view. It is the opinion of the flak analyst that the fighter was probably there for the purpose of relaying information about a/c altitude to ground gunners.

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6. The weather out and on the return was as briefed. There were scattered cirrus and cumulus clouds and the visibility was unlimited.

7. In the harbor of Dublon Island seven small ships were reported, some of which may have been flak ships. At  $10^{\circ} 56' N-148^{\circ} 57' E$  (1006 Island time), five ships were seen, four of them possibly were CV's; around them circled a small DD. These ships were reported to be heading due East.

8. The crews of the 497th Bomb Group thought the method of formation assembly involved too many unnecessary turns; they said that the rate of climb was too slow and suggested a more detailed cruise control plan would be advisable. The crew of a/c No. A-7 stated that APQ 13 showed extremely poor sensitivity. The crew of a/c No. A-2 stated that their radar was out.

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COMMUNICATIONS

1. Strike Report: Complete radio silence was ordered for this mission.
2. Fox Messages: No Fox messages were transmitted.
3. Radio Frequencies: The Wing ground station was not used. Ground station facilities of the 30th Bomb Group were available and standing by but were not used. S-5 signals from the ground station to 30th Bomb Group A/C were picked up by some A/C over entire route on 7590 Kcs.
4. Enemy Transmissions: Jap voice transmission picked up on 7585 Kcs. Strong CW signal was heard on 7595 Kcs. No attempt at jamming by the enemy was noticed.
5. Equipment Malfunctions:

SET	MALFUNCTION	497	498	TOTAL
SCR 522	Inoperative	2		2
	Main line switch by Sight Gunner shorted	1		1
AN/ARN-7	Tuning cable control locked	1		1
	Antenna lead-in broken	1		1
INTERPHONE	Short in Pilot's jack-box	1		1
	Weak out-put		2	2

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E.O. 11652, Sec. 3(E) and 5(D) of (F)  
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CENTRAL FIRE CONTROL SYSTEM

1. The 497th Group had 99% of turrets used operative. The 498th Group had 95% of turrets used operative.
2. Malfunctions in 497th Group in both cases were due to link feed jams. Malfunctions in 498th Group were due to link feed jams, electrical shorts and one turret well cover not properly replaced.
3. Summary of operation of C.F.C. equipment:  
A total of 39,420 rounds caliber .50 and 366 rounds 20 mm cannon ammunition were fired. This gave all stations a good shake-down test and operation of equipment proved satisfactory. Gunners reported equipment worked equally well at high and low altitudes.

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13rd Bomb Wing Mission #1 October 28, 1944.

Weather Summary (Four inclosures).

The synoptic situation affecting this mission is shown in Incl #1. The dominant factor affecting the weather at the target being the location of the intertropical front. The weak depression moving westward along this front was developing but was forecast to move far enough away so as not to affect the target. Due to the push of the high developing to the north the intertropical front was forecast to remain south of Truk and to remain weak in intensity.

A weak wind shear line had already passed Saipan moving to the south and was forecast to cross the route at 13 deg N Lat with a slight cloud buildup (8-9000 ft) and light showers, see tabulated forecast and cross section (Incl 2 & 3).

The conditions encountered (Incl 4) differed slightly from those forecast, the forecast being slightly pessimistic.

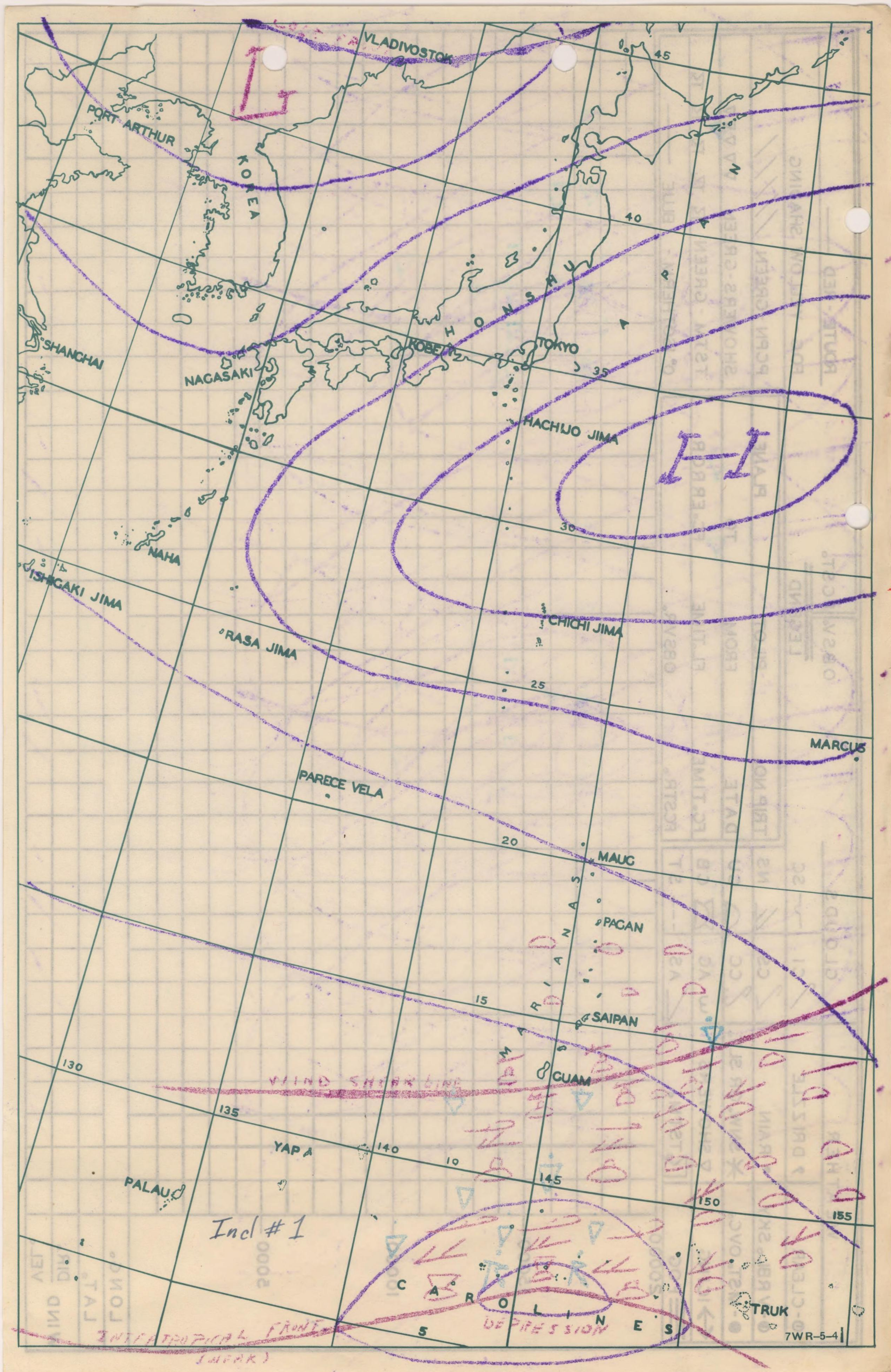
The wind shear line was less intense than forecast. The cloud tops were 2000 ft higher than forecast but there were 2/10 less of them than were anticipated.

The cloud development in the target area was also slightly less than forecast, being 4/10 forecast as opposed to 2/10 observed. An extensive cumulus development was observed to the south and southeast of the target which would be explained by the forecasted position of the intertropical front.

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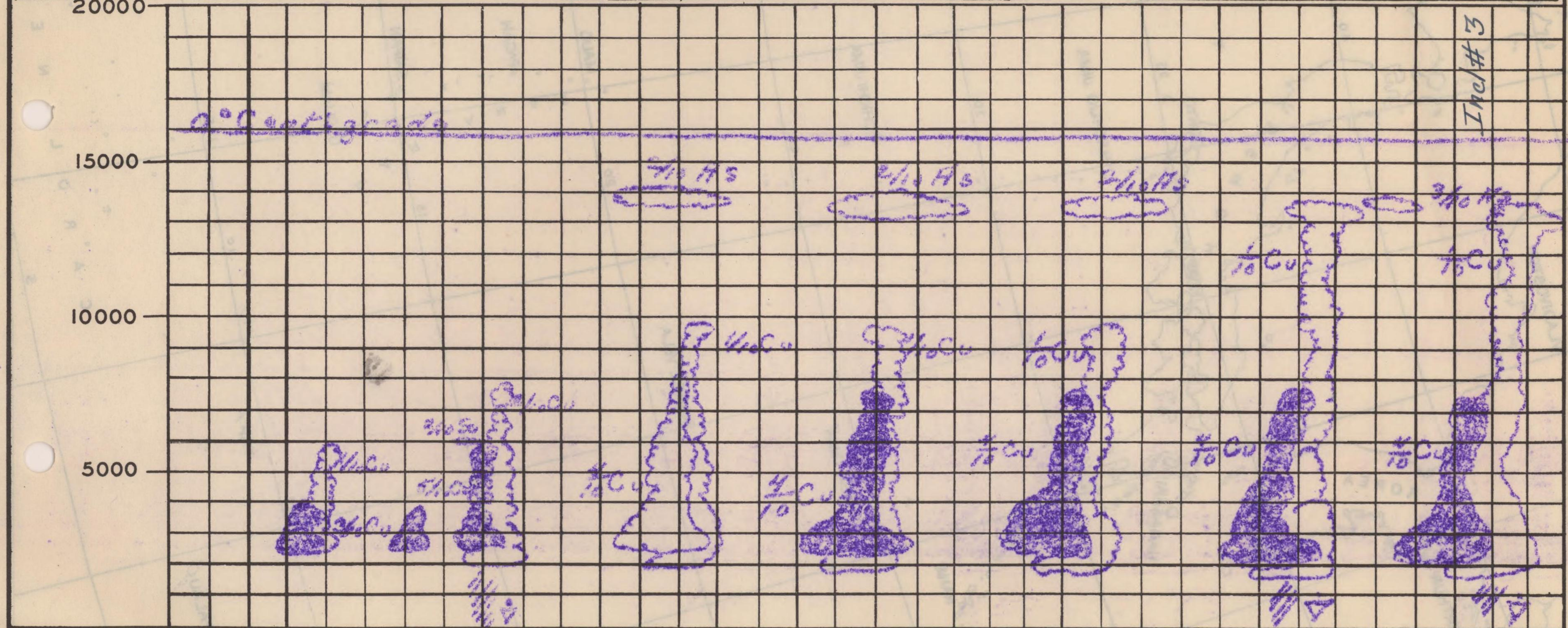
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ELEMENT	ZONE 1 Saipan - 13 N	ZONE 2 At 13 N	ZONE 3 13N to 10 N	ZONE 4 10N to Target	ZONE 5 Target	ZONE 6 return
WEATHER	Partly cloudy	Light showers	Broken clouds	Broken clouds	Occasional passing showers	No appreciable change
CLOUD AMT HT. TYPE	3/10 Cumulus Bases 2500 ft Tops 4000  1/10 Cumulus Bases 2500 Tops 6000	5/10 Cumulus Bases 2500 Tops 6000  2/10 Cumulus Bases 2000 Tops 5000  2/10 Strato-cumulus Base 6000 Top 6500	4/10 Cumulus Bases 2500 Tops 8000  1/10 Cumulus Bases 2000 Top 10000  2/10 AS 14,000	4/10 Cumulus Bases 2500 Tops 8000  1/10 Cumulus Base 2000 Top 14000  2/10 Strato-cumulus Base 2000 Top 8000  3/10 Thin Alto-stratus at 14,000	3/10 Cumulus Bases 2500 Tops 6000  1/10 Cumulus Base 2000 Top 14000  2/10 Strato-Cumulus Base 6000 Top 8000  3/10 Thin Alto-stratus at 14,000	
VISIBILITY	20 mi	6mi	20 mi	15 mi	15 mi	
CONTRAILS						
TURBULENCE	None	None	None	None	None	
FREIG LVL	17,000 ft	17,000 ft	17,000 ft	17,000 ft	17,000 ft	
ICING						
WIND+TEMP	DIR. VEL T(°C)	DIR. VEL T(°C)	DIR. VEL T(°C)	DIR. VEL T(°C)	DIR. VEL T(°C)	DIR. VEL T(°C)
5k	70 10k 27	90 12k 27	110 12k 28	110 12k 29	110 12k 29	
2000	70 12k 24	90 12k 24	100 12k 25	110 12k 25	110 12k 25	
5000	80 15k 19	90 12k 19	100 12k 20	110 12k 20	110 12k 20	
10000	80 12k 13	90 12k 13	100 15k 13	100 15k 13	100 15k 13	
15000	80 12k 3	80 12k 3	90 15k 3	90 15k 3	90 15k 3	
20000	80 15k -4	80 15k -4	80 15k -4	80 15k -4	80 15k -4	
25000	80 15k -14	80 15k -14	80 15k -14	80 15k -14	80 15k -14	
30000	80 15k -23	80 15k -23	80 15k -23	80 15k -23	80 15k -23	

Incl # 2

WEATHER		CLOUDS		OBSV.	FCST.	ROUTE - RED
☉ - CLEAR	☂ DRIZZLE	☁ CI	☁ SC	LEGEND		FOG - YELLOW SHADING
☉ - VRBL. SKY	• RAIN	☁ CS	☁ NS	TRIP NO.	PILOT	PLANE
● - MST. OVC.	✱ SNW. OR SLT.	☁ CC	☁ CU	DATE 22 Oct	FROM Saupara	TO Truk
↔ ICING	▽ SHOWERS	☁ AC	☁ CB	FG. TIME 0500	FL. TIME 12:10	FC. ERROR
☁ FOG	☁ TSTM.	☁ AS	--- ST	FCSTR.	OBSVR.	
						PCPN - GREEN // // //
						SHOWERS - GREEN ▽ ▽ ▽ ▽ ▽
						TSTM - GREEN ☰ ☰ ☰ ☰ ☰
						0° ISOTHERM - BLUE ———



LONG. Saupara 134

LAT. 10°N Truk

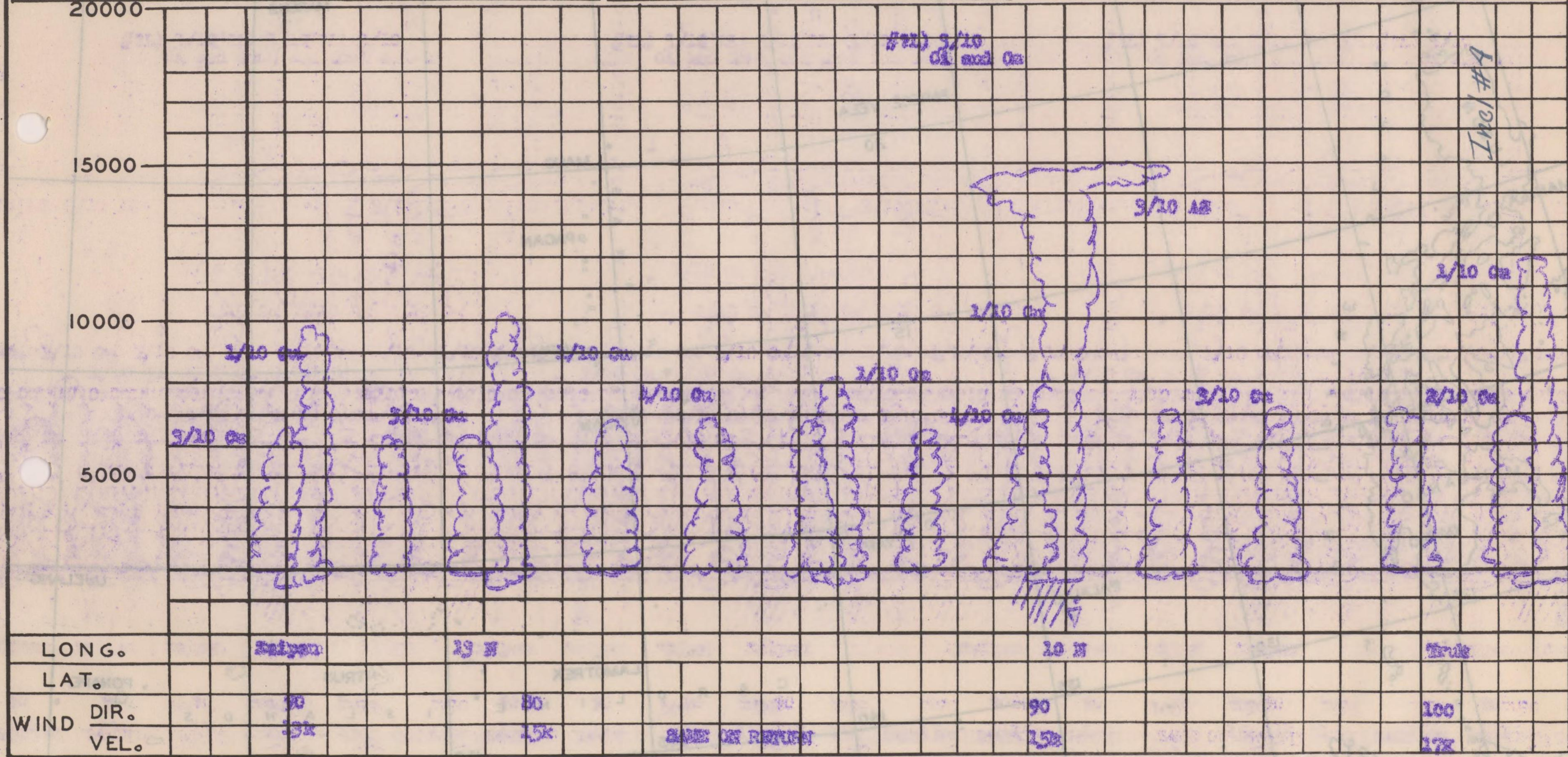
WIND DIR. Target { Alt Sounding 27.80

VEL. Data { 11000 Temp 10.6°C

Incl # 3

WEATHER CONDITIONS ENCOUNTERED

WEATHER		CLOUDS		OBSV.	FGST.	ROUTE - RED
○ - CLEAR	☉ DRIZZLE	∩ CI	∩ SC	LEGEND		
⊙ - VRBL. SKY	• RAIN	∩ CS	∩ NS	TRIP NO.	PILOT	PLANE
● - MST. OVC.	✱ SNW. OR SLT.	∩ CC	∩ CU	DATE 28 Oct 1944	FROM Saipan	TO Truk
↔ ICING	▽ SHOWERS	∩ AC	∩ CB	FC. TIME To-0500	FL. TIME 6 1/2 hr	FC. ERROR
≡ FOG	∩ TSTM.	∩ AS	--- ST	FCSTR.	OBSVR.	
						ROUTE - RED
						FOG - YELLOW SHADING
						PCPN - GREEN // // //
						SHOWERS - GREEN ▽ ▽ ▽ ▽ ▽
						TSTM - GREEN ⚡ ⚡ ⚡ ⚡ ⚡
						0° ISOTHERM - BLUE —



S E C R E T

73RD BOMBARDMENT WING

Consolidated Statistical Summary

Field Order Number 14

Table I Aircraft Participating

NUMBER OF AIRCRAFT

	TOTAL WING	GROUP	
		497th	498th
A/C Scheduled to Take-off	18	9	9
A/C Failing to Take-off	1	0	1
A/C Airborne	18*	9	9*
Number of Abortive Sorties	4**	2**	2**
Percent of Airborne A/C Aborting	22%	22%	22%
A/C Reaching Target	14	7	7
A/C Bombing Target	14	7	7
A/C Failing to Return to Home Base	0	0	0

\* Includes 1 spare substituted for aircraft failing to take off.

\*\* Aborting Aircraft - 497th 615 Malfunction of 2 governors - runaway prop  
596 Blown cylinder head.

498th 416 No prop control on #1 engine - nose and rear  
oil pressure dropped off.  
608 Top blister blew out injuring gunner.

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S E C R E T

Consolidated Statistical Summary

Field Order Number 14

Bombing Data

Table II Bombing Run

NUMBER OF AIRCRAFT

	TOTAL WING	GROUP	
		497th	498th
A/C Reaching Target	14	7	7
A/C Dropping Bombs	14	7	7
In Formation	14	7	7
Individual	0	0	0
Total	14	7	7
Time of Release			
Earliest	0855	0858	0855
Latest	0900	0900	0900
Altitude of Release			
Lowest	25,900	26,340	25,900
Highest	27,450	27,450	27,000
Visual Bombing - A/C Sighting for:			
Range & Deflection	2	1	1
Range	0	0	0
Radar Bombing -			
A/C Sighting	0	0	0
A/C Dropping on Leader	0	0	0
A/C Operated By:			
C - 1	1	0	1
Manual	13	7	6

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Consolidated Statistical Summary

Field Order Number 14

Bombing Data

Table III Disposition of Bombs

GROUP	Type & Weight of Bombs	NUMBER OF BOMBS					Percent of Bombs Loaded Released on Target
		Loaded	Released on Target	Jettisoned	Unknown	Returned	
497	M-43 500 lb.	108	74	30		4	68%
498	ANM 65 1000lb. GP	54	42	6		6	78%
Total Wing		162	116	36		10	72%

Table IV Bombing Accuracy

GROUP	No of Bombs Released on Target	Number of Hits and Distance from Target									
		0 - 500'		500 - 1000'		1000-2000'		2000 - 3000'		TOTAL	
		No.	%*	No.	%*	No.	%*	No.	%*	No.	%*
497	74	48	65%	1		1		(only 50 bombs spotted)			
498	42					12		(only 12 bombs spotted)			
Total Wing											

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Consolidated Statistical Summary

Field Order Number 14

Table V Encounters with Enemy Aircraft

DIRECTION	ALTITUDE								Total Wing
	HIGH		LEVEL		LOW		TOTAL		
	497th	498th	497th	498th	497th	498th	497th	498th	
Left									
Front									
Right						1			1
Rear						2			2
TOTAL						3			3

NOTE: Three attacks by one enemy aircraft.

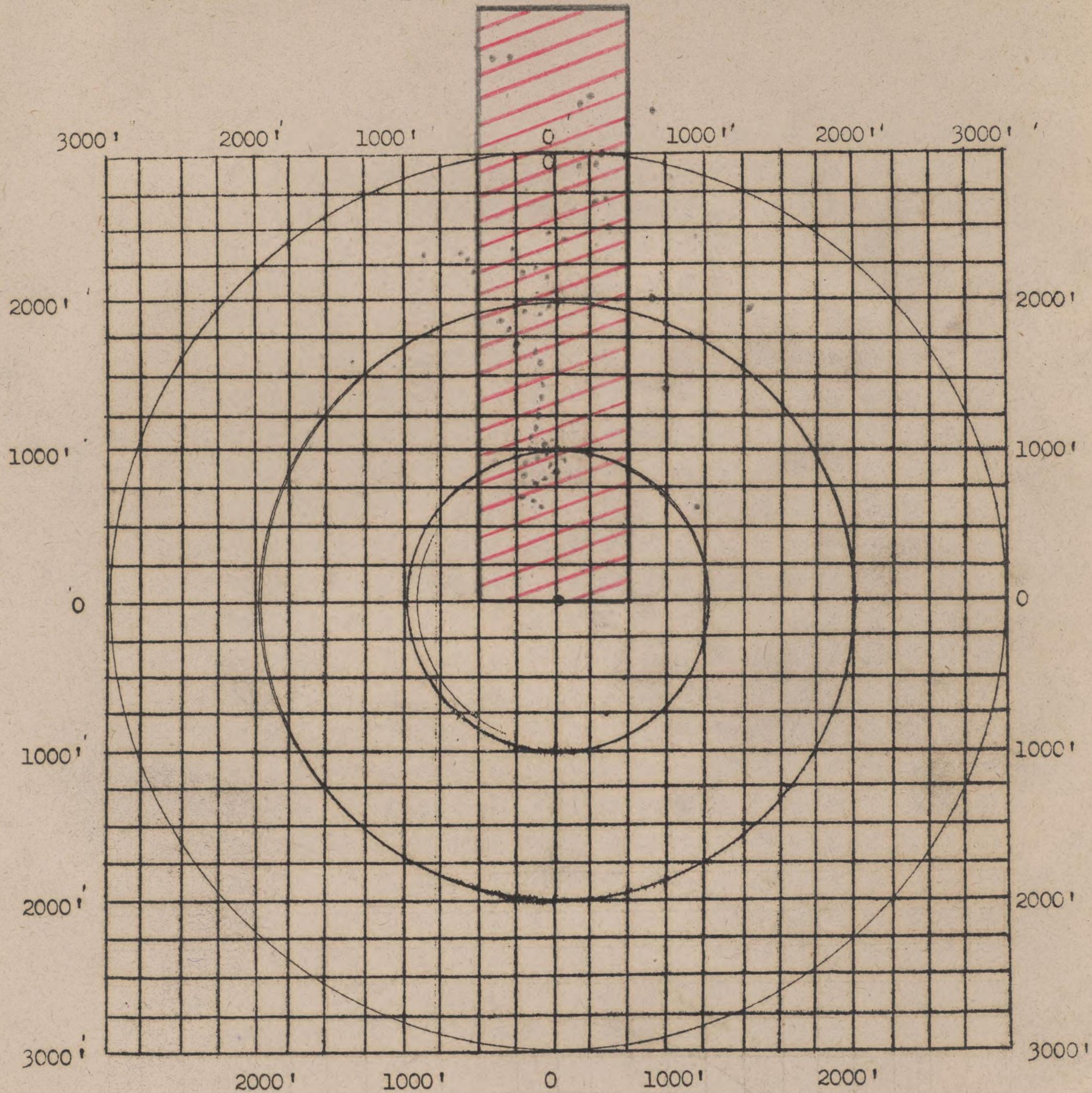
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(3) Bomb Plot (prepared by Group P.I. from photographs):



(4) Summary of Bomb Damage:

Observed Results:

- a. Fires ~~no~~ two fires started, possibly four
- b. volume of smoke small
- c. color of smoke dark, probably black
- d. Height of smoke column when last seen 25 to 50 feet
- e. Remarks see attached paragraph

P.I. Damage Assessment Evaluation.

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SECTION D

BOMB IMPACT DATA (One record for each target):

1. DESCRIPTION AND DIMENSIONS OF TARGET:

a. Landmarks

The particular shape of the coral reef enclosing all the islands of the Truk Atoll is roughly that of a triangle. Dublin Island can be identified by (1) the long narrow cove starting on the eastern side and extending into the center of the Island, (2) being the only island with a large town situated thereon.

b. Topography

Dublin Island is a coral island, fringed by a wide reef and mangrove swamps. While the target area was comparatively level, the mountains rise steeply to the east of it.

c. Disposition and size of buildings

There are approximately 25 large barrack or warehouse type buildings averaging 30 to 40 feet wide and 150 to 225 feet long plus numerous smaller type buildings. These are all dispersed over the 1000 x 4000 foot area.

d. Type of construction

The buildings were largely one story and of frame or light steel construction.

e. Other comments

None.

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HEADQUARTERS 73rd BOMBARDMENT WING

P I DAMAGE ASSESSMENT

In the target area 4,000 feet long by 1,000 feet wide approximately 50 bomb bursts can be seen. The heaviest hit was approximately 700 feet over the aiming point, while the furthest was approximately 3,600 feet over the aiming point. Outside this area 5 bursts can be seen in the water and 4, possibly 5, bursts can be observed in the area near the gravel pit. At the northern of the bomb pattern, one of the enlisted men's barracks received a probable direct hit, and the officers' quarters just to the south received two direct hits. Both of these buildings appear to be burning. Two, possibly three, small buildings along the road directly to the east were probably demolished, and the road itself received four direct hits or near misses. The barracks area east of the gravel pit received three direct hits and several near misses. At the southern end of the target area, one small building apparently received a direct hit, while at the waters' edge to the west two near misses damaged the small storehouse.

NOTE: Strike attack photographs were available from only three planes; two of these were from the lead group.

Scale of the photographs was approximately 1:12,500 and 1:27,000.

Quality of photographs was good, but the small scale of one set hindered the accurate determination of results.

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PHOTO OFFICER'S CONSOLIDATED REPORT

	K-18	K-19	K-20	K-22	TOTAL
A - Cameras installed	0	0	2	6	8
B - Cameras in aborting A/C	0	0	1	2	3
C - Cameras in lost A/C	0	0	0	0	0
D - Camera in A/C not lost but not returning	0	0	0	0	0
E - Cameras with malfunctions	0	0	0	0	0
F - Camera in operating condition not taking photos	0	0	1	0	1
G - Camera taking photos	0	0	0	4	4

Reason for 'F':

One (1) K-20 was available but was not used because the need did not arise.

Data:

Shutter speed - 1/150 sec.  
Diaphragm stop - full  
Exposure interval - 5 sec.

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FUNCTIONING OF EQUIPMENT  
AND  
FUEL CONSUMPTION DATA

I - Details of Abortives and Losses

- 1. A/C scheduled to participate in mission - - - - - 18
- 2. A/C failing to take off - - - - - \*1
- 3. A/C airborne - - - - - 18
- 4. A/C airborne but failed to reach target - - - - - 4
  - 497th Group - 42-24596 Cylinder head blown off barrel
  - 42-24615 Propeller governor failed
  
  - 498th Group - 42-63416 Nose oil pressure dropped off and rear oil pressure dropped to 30 PSI. Propeller governor failed. Feathered propeller on sixth attempt.
  - 42-24608 Top blister blew out injuring gunner and blowing his oxygen mask from airplane.
- 5. A/C reaching target - - - - - 14
- 6. A/C failing to reach home base from target - - - - - 0
- 7. A/C reaching home base from target - - - - - 14

II - Summary of Abortives and Losses

	497th	498th	Total
1. A/C scheduled to take off	9	9	18
2. A/C failing to take off	0	*1	1
3. A/C airborne	9	9	18
4. A/C returning to home base early	2	2	4
5. A/C failing to reach target	2	2	4
6. A/C reaching target	7	7	14
7. A/C failing to return to home base from target	0	0	0
8. A/C returning to home base from target	7	7	14
9. Operational losses	0	0	0

\*Spare substituted

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III - Malfunctioning of Equipment

1. Malfunctions of A/C completing mission.

- 497th Bomb Group - 42-24593 - Oil temperature gage out, radar altimeter out, defective generator relay on bomb rack.
- 42-24594 - Short in generator voltage regulator. Defective oil temperature regulator.
- 42-24598 - Excessive turbo surge.
- 42-24591 - Cylinder head temperature gage inoperative. Throttle out of alignment. Automatic oil cooler regulator inoperative.
- 42-24595 - Bomb bay door would not stay closed. Cowl flaps on #2 engine stuck in full open position.
- 498th Bomb Group - 42-63430 - Oil leak on #1 engine. Nose oil pressure on #3 engine was 10".
- 42-24605 - #1 turbo amplifier out. #2 cylinder head temperature gage out.
- 42-24609 - #14 cylinder on #1 engine blown out. Oil leak around #3 propeller. Right gunners' oxygen regulator sticks.
- 42-24642 - Oil leak in nose section of #4 engine. #2 propeller switch sticks in decrease position. #2 cowl flap switch sticks in close position.
- 42-24601 - All cylinder head temperature gages fluctuate excessively. #3 nose oil pressure fluctuates. A.P.I. inaccurate. #4 fuel gage inoperative on lower scale.
- 42-24645 - #2 nose oil pressure at zero. (No other indications of trouble).

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IV - Summary of Fuel Consumption Data

1. A/C completing mission:

497th Bomb Group			
A/C No	Air Miles	Fuel Used	
42-24595	1645	4305	
42-24597	1730	4042	
42-24591	1786	4170	Average Air Miles - 1700
42-24598	1715	4246	Average Fuel Used - 4254
42-24594	1742	4060	
42-24593	1672	4741	

498th Bomb Group			
A/C No	Air Miles	Fuel Used	
42-24605	1800	4400	
42-24609	1606	4290	
42-24601	1627	4194	Average Air Miles - 1702
42-24642	1634	3750	Average Fuel Used - 4048
42-24613	1552	4000	
42-24645	1831	3800	
42-63430	1858	3902	

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ENEMY FIGHTER INTERCEPTION AND TACTICS

1. One (1) enemy fighter aircraft identified only as a darkly colored, single-engine, low-wing aircraft was sighted over and near the target area. No attacks were made on our formations. Enemy plane was several thousand feet below our formations and remained out of range.

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NAVIGATOR'S CONSOLIDATED REPORT

1. The mission was accomplished with very few changes from the briefed plan.
2. Lead ship was airborne at 2031Z 27 Oct 1944.
3. Assembly was accomplished by lead ship performing a series of six (6) double drifts of four (4) minute legs and a 360° turn. Position was approximately 10 miles right of course at 2120Z when formation straightened out on course to IP. It is suggested that fewer double drifts of slightly longer legs would facilitate the Navigator's job.
4. Lead ship started climb immediately after setting course and climbed to 26,000 ft reaching altitude at 09° 19'N - 151° 02'E. Formation then made 360° turn to left to tight en up and then proceeded to IP at 07° 55'N - 152° 11'E. Formation turned on bomb run at 2350Z. Bombs were dropped on target at 2359Z from an altitude of 25,000 ft making a true course of 209°. Formation held course for one (1) minute after bombs were away in order to get bomb strike pictures and then turned right off target.
5. Immediately after leaving target, lead aircraft started climb to 30,000 ft reaching that altitude at 0025Z 28 Oct 1944 at 08° 43'N - 150° 40'E.
6. Formation started letting down at 0030Z reaching base at 0234Z at 1,500 ft.

1 Incl: Route Overlay

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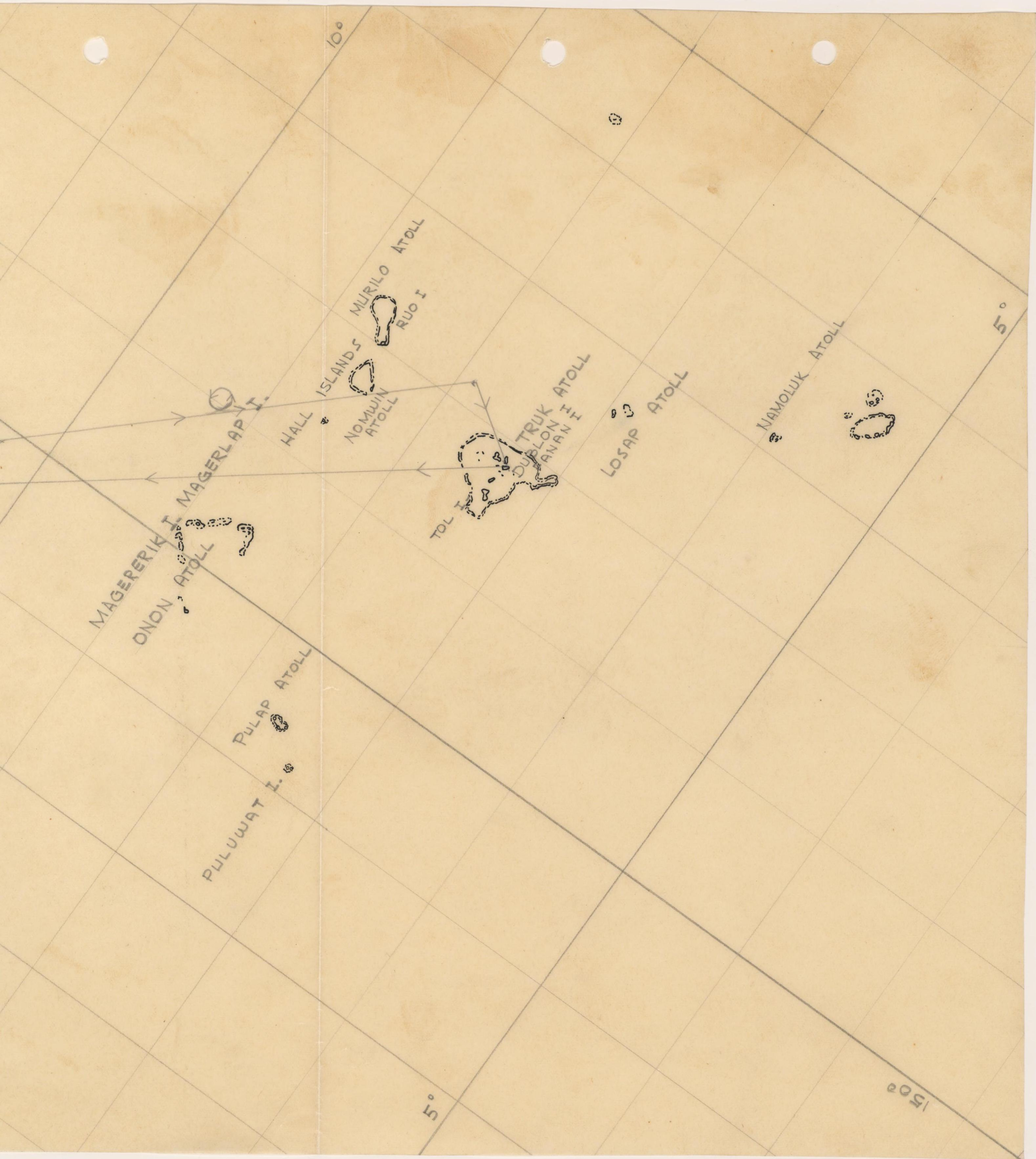
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S E C R E T

73d Bomb Wg  
SAIPAN  
1200 27 Oct 44

FO 14

Maps: Long Range Navigational Chart CAROLINE ISLANDS scale 1:3,000,000.

1. a. (1) Moderate Hv AA target.  
(2) 7 single engine fighters, Zeke type, are known to be base on  
EPEN ISLAND.
  - b. (1) None  
(2) Dumbo plane will be circling 100 mi West of target.
2. 73d Wg Atks Submarine Base, DUBLON ISLAND, TRUK (7° 23'N - 151° 52'E)  
28 Oct 44. Target areas D-7 and D-8, JIGPOA 47-44, 10 Apr 44.

Aiming point visual: Target (03) area D-7. Radar: extreme eastern  
tip of MOEN ISLAND.

Formation: Two nine (9) airplane Sq formations. Second Sq flying above  
and to left of leading Sq. Route formation to completion of  
climb. Close formation over target and until start of descent  
from 30,000 ft. Route formation until below cloud base then  
close formation until landing.

Method of bombing: Sq pattern (A/C drop on Sq Leader). Base altitude  
25,000 ft. Complete radar bombing procedure then sight visually  
if possible.

Assembly: See annex No 2.

Route out: Base to point (12° 55'N - 147° 49'E) 1500 ft -- climb to  
26,000 ft to point (9° 21'N - 151° 08'E) -- IP (8° 07'N -  
152° 17'E) -- target.

IP: Point (8° 07'N - 152° 17'E)

Axis of Atk: 210° true.

Route back: Right turn off target to base. Climb to 30,000 ft for  
30 min then descend to 2500 ft or below cloud base.

Cruise control: See annex No 1.

Radar bombing data: Annex No 4 to Plan: Easy Does It.

3. a. 497th Bomb Gp leads with nine (9) A/C. Take off Zero Hr, starts  
engines Zero Hr minus 20 min, starts taxi Zero Hr minus 15 min.

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FO 14 (cont'd)

- b. 498th Bomb Gp flies with nine (9) A/C. Take off immediately after leading Gp, starts engines Zero Hr minus 10 min, starts taxi when leading Gp clears taxi strip.
- x. (1) Zero Hr: 0530 Local.
  - (2) Gasoline load: 5,540 gal.
  - (3) Bomb load: 6,000 lb. 12 x 500 lb GP, or 6 x 1,000 lb GP. fused Instantaneous nose, Non Delay tail.
  - (4) Intervelometer setting: 200 ft for 500 lb - 400 ft for 1,000 lb.
  - (5) All available Gunsight AP cameras loaded, 200 ft of film per camera.
  - (6) Ammunition: 6,000 rds .50 cal, 120 rds 20 mm.
  - (7) EEI: 73d BombWg Memo 56-6.  
Preliminary Mission Report submitted per XX AF Manual 55-1.
- 4. All A/C serviced with 4,000 gal immediately on landing.
- 5. a. (1) Annex No 1 to Plan: Easy Does It and Extract SOI dtd 27-28 Oct 44.
  - (2) XXI Bomber Command Navigational Aids to Aircraft.
- b. Command posts:
  - (1) Ground - Hq, 73d Wg.
  - (2) Air - Lead A/C 497th Bomb Gp.

By command of Brigadier General O'DONNELL:

BRUGGE  
DC/S, O & T

OFFICIAL:

WILKINSON  
Asst A-3

Annex 1 - Cruise Control Plan  
Annex 2 - Assembly Plan  
Annex 3 - Landing Plan

S E C R E T

SECRET  
ANNEX NO 1 TO FO 14  
CRUISE CONTROL PLAN

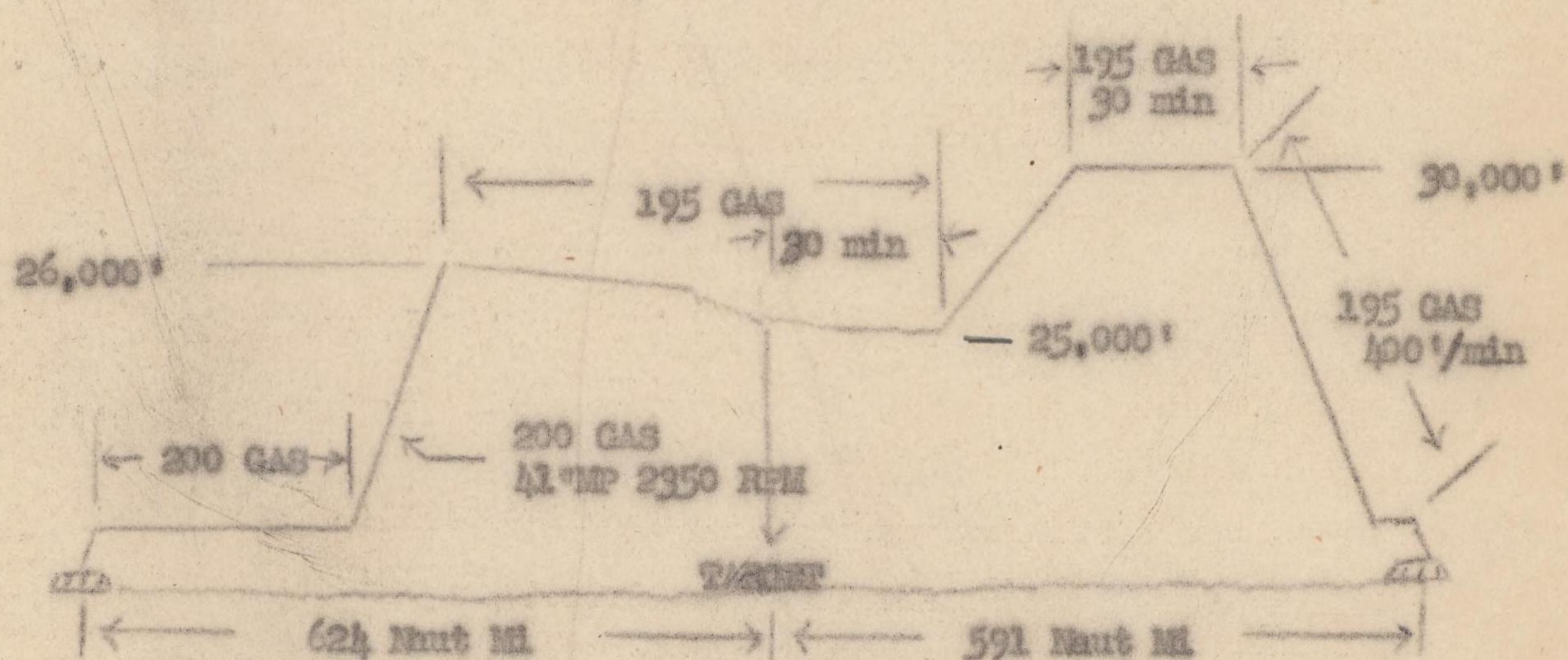
1. Fuel.

- a. Est. fuel required - - - - - 3400 gals
- b. Reserve - - - - - 1940 gals
- c. Residual - - - - - 200 gals
- d. Total fuel aboard - - - - - 5540 gals

2. Loading:

- a. Ammunition - 6000 rds .50 cal @ .31#/rd  
120 rds 20 mm @ .8#/rd
- b. Bombs - 6000# in rear bomb bay.
- c. Fuel - Wing tanks - 4900 gals  
Top front bomb bay 640 gals (Balance)  
Total fuel - 5540 gals @ 6#/gal
- d. Approximate gross Wt at T.O. - 124,000#

3. Vertical Plan.



By command of Brigadier General O'DONNELL:

OFFICIAL:

GIBSON  
Wg Staff Engr

BRIGGE  
DC/S, O & T

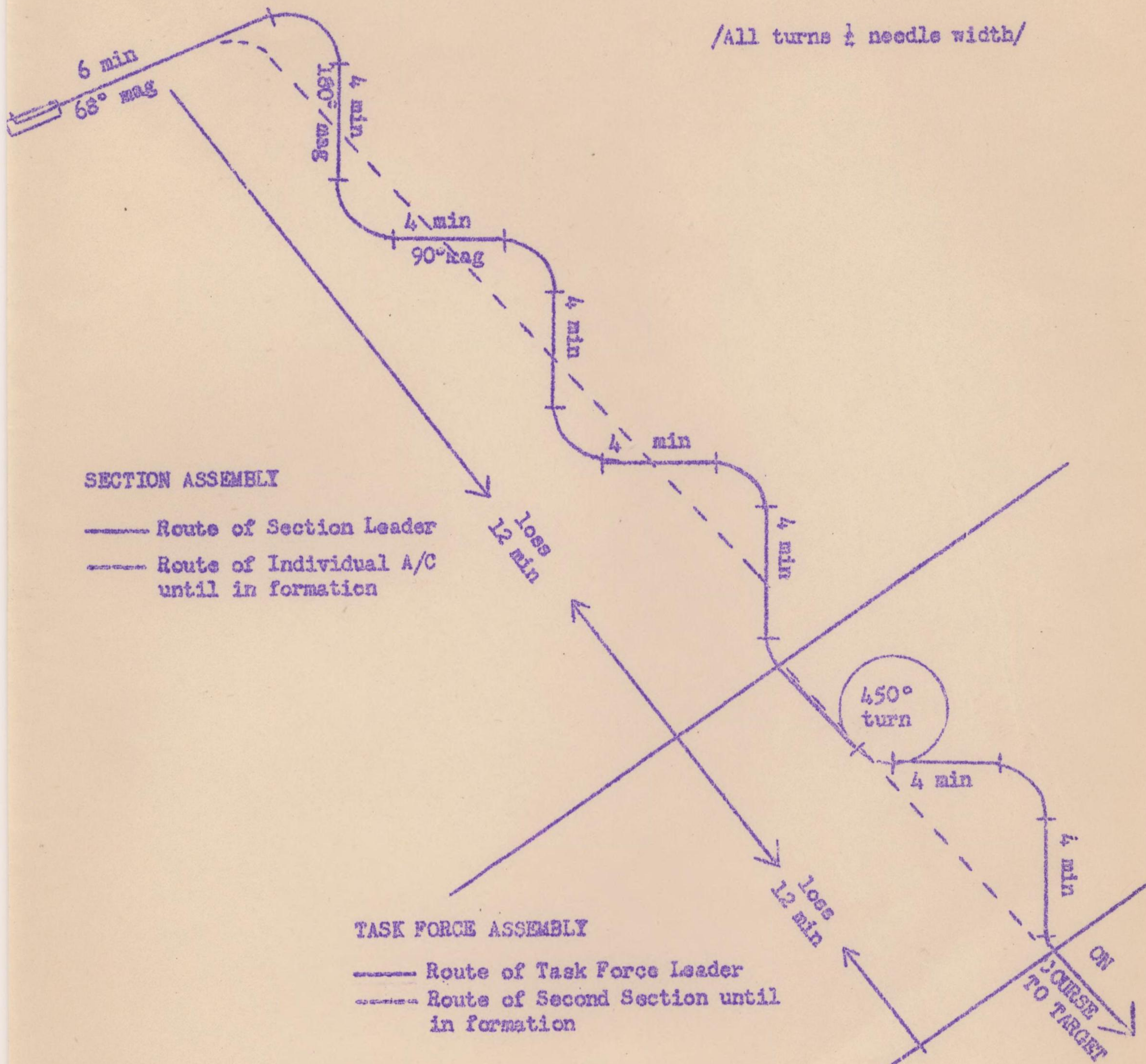
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ANNEX NO 2 TO FC-14

ASSEMBLY PLAN

/All turns  $\pm$  needle width/



SECTION ASSEMBLY

- Route of Section Leader
- - - - Route of Individual A/C until in formation

TASK FORCE ASSEMBLY

- Route of Task Force Leader
- - - - Route of Second Section until in formation

By command of Brigadier General O'DONNELL:

OFFICIAL:

*Walker*  
 WALKER  
 Ass't A-3

BRUGGE  
 DC/S, O & T

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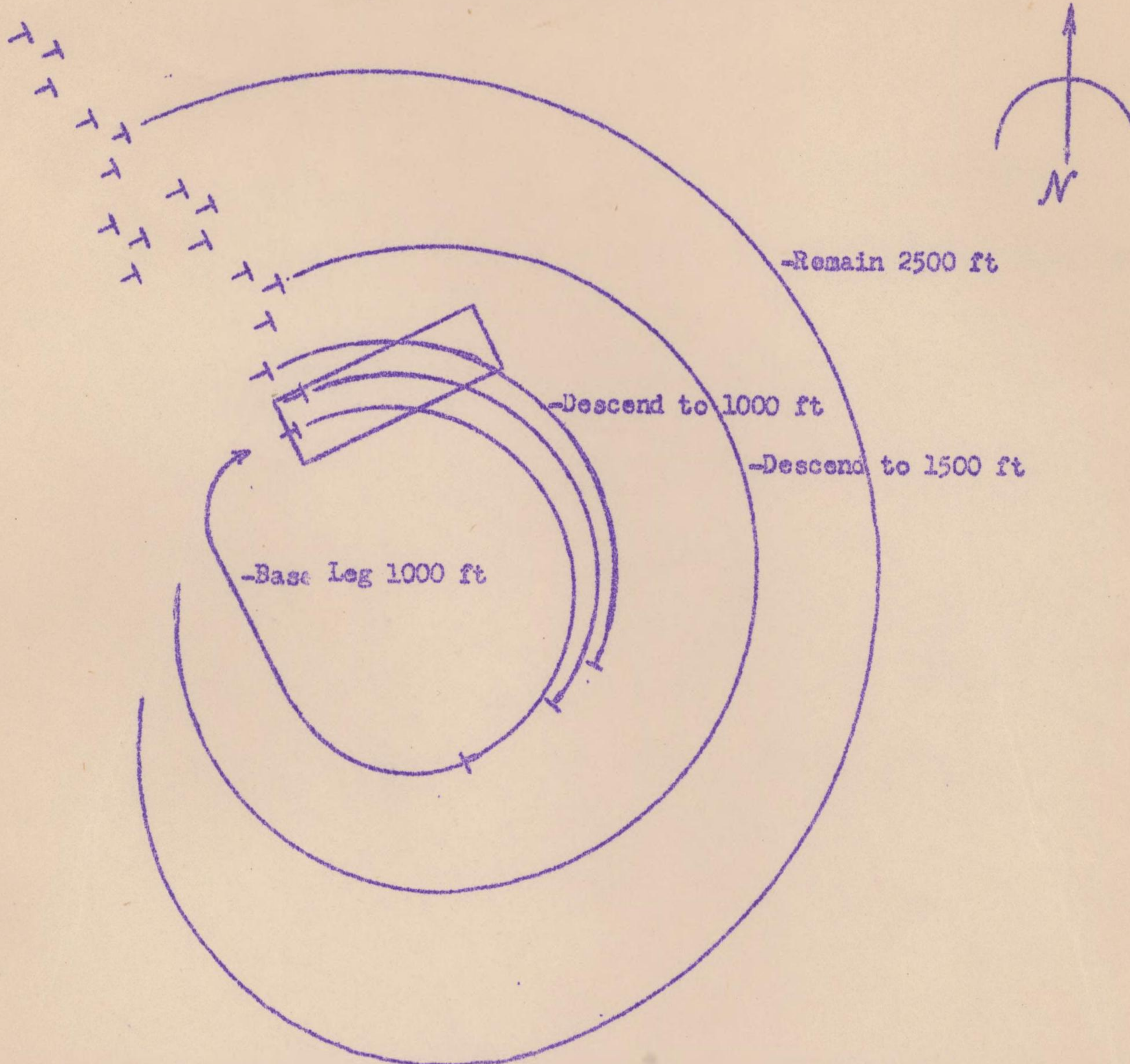
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ANNEX NO 3 TO FO-14

LANDING PROCEDURE



Initial approach: 2500 feet or below clouds. Second Squadron high. Fly over runway in direction of landing.

Peel off: When over near end of runway inside element only, inside aircraft first. (Inside of turn in direction of traffic). One element peel off each 360° turn.

Remaining elements of squadron: Turn 360° in direction of traffic letting down to 1500 feet and repeat peel off procedure.

Second squadron: Wide turn 360° in direction of traffic remaining at 2500 feet or below clouds, time turn to arrive back over runway just after last element of preceding squadron peels off. Then repeat procedure for first squadron.

By command of Brigadier General O'DONNELL:

OFFICIALS: *Walker*  
WALKER  
Ass't A-3

BRUGGE  
DC/S, O & T

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SUMMARY OF RADAR EMPLOYMENT AND RADAR  
EQUIPMENT PERFORMANCE

1. GENERAL.

- a. Overall radar employment and equipment performance was unsatisfactory.
- b. Effective use of radar as a means of checking navigation by other means was not made by navigators.
- c. Approach to target by radar with change-over to visual on sighting aiming point was not performed as briefed.
- d. Radar scope photographs taken on the bomb run prove that the selected off-set radar aiming point and surrounding terrain characteristics were ideal for radar blind bombing or radar approach to visual bombing.
- e. Radar equipment performance was below expectations in the majority of cases, although extremely good performance was experienced in some aircraft and is indicative of performance expected with normal preflight maintenance.
- f. Generally, land-water boundaries where the shore line is mountainous gives at least 50% greater radar mapping range than shoreline terrain that is flat. Radar ranges in excess of 80 nautical miles on the home base were experienced.

2. RADAR EMPLOYMENT.

- a. Number of Radar Wind Runs - - - - - None
- b. Number of Radar Fixes - - - - - None
- c. Number of Radar Target Approaches - - - None

3. AN/APQ-13 RADAR EQUIPMENT PERFORMANCE

- a. Number of Planes Equipped - - - - - 17
- b. Gross Hours Operated - - - - - 52
- c. Average Hours per Set - - - - - 3.1
- d. Complete Failures Reported - - - - - 2
- e. Partial Failures or Poor Performance - 4

4.

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4. MISCELLANEOUS.

- a. No IFF equipment malfunctions reported.
- b. No SCR-718 altimeter malfunctions reported.
- c. Raven equipment not employed.

5. RECOMMENDATIONS.

The following recommendations are considered applicable to all organizations employing blind-bombing radar equipment:

- a. Considerable emphasis must be placed on the effective use of radar as a precision navigation instrument when conditions preclude other means.
- b. Stress concurrent use of all navigation methods including radar regardless of flight conditions.
- c. Integrate radar blind bombing and visual bombing into a single standard procedure applicable to all target conditions.
- d. Place emphasis on flight training of pilot, navigator, bombardier, and radar operator as a team in applying procedure recommended in a, above, to all-weather bombing and navigation.

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