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Authority NND 760063

By AB NARA Date 10/11/05

S E C R E T

ANNEX

M

CONSOLIDATED MISSION STATISTICAL SUMMARY

\*\*\*\*\*  
\* Prepared by; \*  
\* \* \* \* \*  
\* Statistical Section \*  
\* XX Bomber Command \*  
\* \* \* \* \*  
\*\*\*\*\*

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XX BOMBER COMMAND  
 CONSOLIDATED MISSION STATISTICAL SUMMARY  
 Mission Number Eight, 8 September 1944

By Authority of the  
 Commanding General:

9-30-44  
 Date Initials

Table I - Aircraft Participating - Rear to Forward Area

Field Order No.	Mission Number	Group	Combat A/C On Hand In Group	A/C Airborne In Rear Area For Mission	A/C Arriving In Fwd Area For Mission							A/C Airborne In Rear Area Failing To Reach Fwd Area		A/C Remaining In Fwd Area To Participate In Mission	A/C Participating In Mission	
					Total	On D-5	On D-4	On D-3	On D-2	On D-1	On D Day	No.	Percent		Total	% Of Aircraft On Hand That Participated
8	8	40th	32	29*	29*	0	0	16	11	2	0	0	0	0	29	90.6
8	8	444th	33	31	30	0	0	17	11	2	0	1	3.2	0	31	94.9
8	8	462nd	32	27	27	0	0	19	5	3	0	0	0	1	28	87.5
8	8	468th	31	30	29	0	0	24	5	0	0	1	3.3	0	30	96.8
8	8	TOTAL	130**	117	115	0	0	76	32	7	0	2	1.6	1	118	90.8

\* Includes 42-6288 - Photo Aircraft.

\*\* Includes 2 Aircraft in Depot.

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XX BOMBER COMMAND  
 CONSOLIDATED MISSION STATISTICAL SUMMARY  
 Mission Number Eight, 8 September 1944

By Authority of the  
 Commanding General:

9-30-44 *186*  
 Date Initials

Table II - Aircraft Participating From Forward Area

Group	Total A/C In Fwd Area For Mission	Total A/C Taking Off From Fwd Area On Mission	A/C In Fwd Area		Airborne A/C Failing To Bomb Designated Primary Target		Reason					Time Of First Take Off	Time Of Latest Return	Average Time Of Flight		
			Failing To Become Airborne On Mission	Percent	Total No.	Percent	Mech	Personnel	Weather	Not In Formation	Misc			A/C Bombing Primary	A/C Not Bombing Primary	
																Total No.
40th*	29	26	3	10.3	3		2					1	2240	1148	11:51	8:44
444th	30	29	1	3.3	3		3						2254	1111	11:36	4:34
462nd	28	27	1	3.6	6		3			2		<del>100</del>	2252	1123	11:29	6:28
468th	29	27	2	6.9	6		2	3				<del>100</del>	2246	1123	11:40	7:02
TOTAL*	116	109	7	6.0	18		10	3		2		3	2240	1148	11:40	6:36

\* Figures include 42-6288, Photo Aircraft.  
 \*\* Enemy Action.  
 \*\*\* A/C 6360 - Disposition of Bombs Unknown.

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XX BOMBER COMMAND  
 CONSOLIDATED MISSION STATISTICAL SUMMARY  
 Mission Number Eight, 8 September 1944

S E C R E T  
 By Authority of the  
 Commanding General:  
 10-1-44 SA  
 Date Initials

Table III - Bombing Runs

Group	No. Of A/C Bombing	Target Bombed	Time of Release		Altitude of Release		Visual Bombing		Radar Bombing		On The Leader	A/C Dropping On	
			Earliest	Latest	Highest	Lowest	A/C Sighting For		A/C Sighting For			AFCE	Manual
							R & D	Range	R & D	Range			
40th	22	Anshan	0442Z	0524Z	26,000	24,000	5				17	6	16
	2	Sinsiang	0207Z	0436Z	22,000	20,000	2					1	1
444th	26	Anshan	0452Z	0538Z	27,000	24,000	7				19	8	18
	1	Sinsiang	0557Z	0557Z	19,000	19,000	1					1	
462nd	21	Anshan	0433Z	0542Z	26,500	25,300	5				16	5	16
	2	Sinsiang	0346Z	0347Z	22,000	21,160	1				1	1	1
	1	Tensien	0653Z	0653Z	18,000	18,000	1					1	1
	1	Kaifeng	0225Z	0225Z	15,000	15,000	1					1	
468th	21	Anshan	0500Z	0535Z	28,500	25,000	5	2	1		13	5	16
	1	Anyang	0611Z	0611Z	26,000	26,000	1					1	
	3	Vicinity of Anshan	0457Z	0500Z	25,000	25,000	1				2	1	2
TOTAL	90	Anshan	0433Z	0542Z	28,500	24,000	22	2	1		65	24	66
	5	Sinsiang	0207Z	0557Z	22,000	19,000	4				1	3	2
	1	Tensien	0653Z	0653Z	18,000	18,000	1					0	1
	1	Kaifeng	0225Z	0225Z	15,000	15,000	1					1	0
	3	Vicinity of Anshan	0457Z	0500Z	25,000	25,000	1				2	1	2
	1	Anyang	0611Z	0611Z	26,000	26,000	1					1	0

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XX BOMBER COMMAND  
 CONSOLIDATED MISSION STATISTICAL SUMMARY  
 Mission Number Eight, 8 September 1944

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 By Authority of the  
 Commanding General:

10-1-44 *HE*  
 Date Initials

Table IV - Bomb Loading & Disposal

Group	Bomb Loading				On Targets				Bomb Disposal						
	Type Of Bombs	Fusing		Average No. Loaded Per A/C	Total No. Loaded In A/C Airborne In Fwd Area	Anshan	2nd Target Darien	Target Of Last Resort Sinsiang	Target Of Opportunity			Jettisoned	Returned	Unknown	
		No. In Tail						An- Yang	Wei- feng	Ten- sien	Vicinity of Anshan				
40th	500#GP	.01	.025	8	200	169	0	16				15			
444th	500#GP	.01	.025	10	290	252	0	10				27	1		
462nd	500#GP	.01	.025	8	216	168	0	15	8	8			9	8	
468th	500#GP	.01	.025	11.7	316	237	0		8		40	18	13		
TOTAL	500#GP	.01	.025	9.5	1022	826	0	41	8	8	8	40	60	23	8

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 CONSOLIDATED MISSION STATISTICAL SUMMARY  
 Mission Number Eight, 8 September 1944

By Authority of the  
 Commanding General:  
 10-1-44 *LR*  
 Date Initials

Table V - Aircraft Lost and Damaged

Group	Aircraft Lost					Aircraft Damaged							Not Repairable	
	Total Lost	Cause of Loss				Total Damaged	Primary Cause of Damage				To be Repaired by			
		Flak	E.A/C	Accident	Other		E/A	Flak	Own Guns	Accident	Tact Gp	Sv Gp		Dep Gp
40th						5		2		3	5			
444th	3			1*	2**	2	2				2			
462nd	1		1			2	1	1			2			
468th						4	1	2	1		3	1		
TOTAL	4		1	1	2	13	4	5	1	3	12	1		

\* 43-6277 Crash landed at Dudkundi on movement to forward area - runaway engine.  
 \*\* 43-6234 missing - cause unknown.  
 43-6212 gas shortage.

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 CONSOLIDATED MISSION STATISTICAL SUMMARY  
 Mission Number Eight, 8 September 1944

By Authority of the  
 Commanding General:

11-1-44 SR  
 Date Initials

Table VI - Attacks & Passes By Enemy A/C

DIRECTION	ALTITUDE												TOTAL			
	HIGH				LOW				LEVEL				40th	444th	462nd	468th
	40th	444th	462nd	468th	40th	444th	462nd	468th	40th	444th	462nd	468th	40th	444th	462nd	468th
0800			1		1	2		1			1		1	2	2	1
0900					1	1		2	3		4		4	1	4	2
1000	2	1	1				4				1		5	9	4	6
1100		5	1	2	1	4	2	4	4		1		4	5	1	7
1200	2	5		5	1				1		1	2	2	4	3	4
0100	2	3	1	1		1	2	2					4	3	0	2
0200	2	1		1				1		2			6	2	3	6
0300		1	1	1	5		1	3	1	1	1	2	1	0	1	2
0400	1						1						1	3	4	2
0500		1	2	1	1	1	2	1		1			3	2	0	3
0600	1			1	2	2						2	2	3	2	0
0700					2	2	1			1	1		2	3	2	0
TOTAL	10	17	7	12	14	13	13	14	11	5	9	9	35	35	29	35

19 Additional - Incomplete Data.

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 CONSOLIDATED MISSION STATISTICAL SUMMARY  
 Mission Number Eight, 8 September 1944

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By Authority of the  
 Commanding General:

10-1-44 *SR*  
 Date Initials

Table VII - Personnel Losses

Crew Position	Killed				Missing				Seriously Injured				Slightly Injured				Total Casualties				Total Participating			
	40th	44th	462nd	468th	40th	44th	462nd	468th	40th	44th	462nd	468th	40th	44th	462nd	468th	40th	44th	462nd	468th	40th	44th	462nd	468th
Pilot	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	26	29	27	27
Co-Pilot	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	26	29	27	27
Navigator	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	26	29	27	27
Bombardier	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	26	29	27	27
Flt. Engr.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	26	29	27	27
Radar	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	26	29	27	27
Radio	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	26	29	27	27
C.F.C. Spec	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	26	29	27	27
Right Gnr.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	26	29	27	27
Left Gnr.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	26	29	27	27
Tail Gnr.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	26	29	27	27
Pos Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Others	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9	5	1	3
TOTAL	0	1	0	0	0	11	0	0	0	1	0	0	0	0	0	2	0	13	0	2	295	324	298	300

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XX BOMBER COMMAND  
 CONSOLIDATED MISSION STATISTICAL SUMMARY -  
 Mission Number Eight, 8 September 1944

By Authority of the  
 Commanding General

9-30-44 *AGB*  
 Date Initials

Table VIII - Expenditures of Ammunition and Claims Against Enemy Aircraft

Group	Ammunition Expended Per Plane In Combat Flying						Claims Against Enemy Aircraft		
	Upper Front	Lower Front	Upper Rear	Lower Rear	50 Cal. Tail	20 MM Tail	Destroyed	Probably Destroyed	Damaged
40th	42	38	53	50	43	9	2	1	2
444th	51	38	41	96	188	19	3	4	1
462nd	38	29	38	87	92	14	2	3	5
468th	36	35	24	47	46	3	1	1	2
TOTAL	41	35	39	70	95	11	8	9	10

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XX BOMBER COMMAND

By Authority of the  
 Commanding General:

CONSOLIDATED MISSION STATISTICAL SUMMARY

Mission Number Eight, 8 September 1944

Table IX - Gasoline Loadings and Consumption

9-30-44  
 Date Initials

Group	Average Gals. Gas Loaded Per Plane Rear Area	Average Gals. Consumed Rear Area To Fwd Area	Average Gals. Consumed On Mission		Gals. Remaining In A/C After Mission		Gals. Consumed From Fwd Stocks			Total Gals In Tanks For Return To Rear Area	Consumed Fwd Area To Rear Area	In Tanks Upon Return To Rear Area
			A/C Bombing Primary	A/C Not Bombing Primary	A/C Bombing Primary	A/C Not Bombing Primary	Total	Per A/C Bombing Primary	Per A/C Airborne In Fwd Area But Not Bombing Primary			
40th*	6973	3469	5733	4369	1240	2604	134994	5672	4202	3310	2578	732
444th	7197	3756	5923	2698	1274	4499	158195	5940	3392	3461	2614	847
462nd	7284	3848	6379	3662	905	3622	158119	6197	3394	3200	2456	744
468th	7038	3321	5912	4707	1126	2331	140612	5568	4803	3377	2465	912
TOTAL	7110	3605	5963	3940	1147	3170	591920	5845	3985	3342	2539	803

\* Excludes 42-6288 Photo Aircraft

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ANNEX

N

FIELD ORDERS

\* \* \* \* \*  
\* All Field Order material in the \*  
\* following Annex, originally clas- \*  
\* sified TOP SECRET, is hereby re- \*  
\* classified to SECRET. . . . . \*  
\* By authority C.G., XX Bomber Command \*  
\* \* \* \* \*  
\* \_\_\_\_\_ \*  
\* Date Initials \*  
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Auth: CG, XX BC  
Initials: ET  
Date: 28 August 44

NOT TO BE TAKEN INTO THE AIR  
ON COMBAT MISSION

XX Bomber Command  
APO 493  
28 August 1944 - 0530Z

FIELD ORDERS )  
:  
NUMBER 8 )

MAPS: AAF Aeronautical Charts 1:1,000,000 #289, 290, 380, 381, 382, 384,  
385, 436, 495, 496, 552, 553, 554, 555,  
557, 558.

(or) International Map of the World 1:1,000,000 CHUNGKING, CHANGSHA,  
NANKING, PEIPING, RYOZYUN, JEHOL, SHENYANG  
MURDEN, KUNMING, TALI, ASSAM, BIHAR, ARAKAN,  
CALCUTTA.

AAF Aeronautical Charts 1:500,000 289C, 290D, 380A, 381A, 381B,  
381C and 381D.

AAF Long Range Air Navigation Charts, 1:3,000,000 #7, #17, and #26.

Naval Aviation Charts V-30 Series, 1:2,188,880 #16, #17, and #41.

1. a. Enemy Situation: See Annex No. 1, Intelligence.  
b. (1) Omitted.  
(2) Friendly Air Situation:  
(a) Friendly Airfields: See Annex No. 1, Intelligence.  
(b) The 312th Fighter Wing will provide fighter cover for  
VLR bases in the CHENGTU Area.
2. Staging from bases in the CHENGTU Area, the XX Bomber Command conducts  
a maximum effort daylight attack on D-Day against the coke ovens at  
SHOWA STEEL WORKS, ANSHAN, MANCHURIA: AAF Target No. 93.3-29. See  
Annex No. 2, Radar Folder.

ROUTE OUT: As designated in paragraph 3 below.

Formations will reach an altitude of 15,000 feet, or 500 feet under  
overcast, but in no case under 10,000 feet, before crossing over enemy-  
held territory.

ROUTE BACK: TARGET - 38°04'N, 118°10'E - 35°35'N, 110°35'E - BASE AREA.

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**SECRET** 5-2-46  
By Authority of  
C. G. AAF, by  
*Ray Baker*  
SAC, AAF

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By AB NARA Date 10/11/05

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METHOD OF BOMBING: Flights of four aircraft at assigned altitudes, in no case below 23,000 feet True. Intervalometer setting for bombing will be 50 feet.

AIMING POINT: Coke ovens at point A indicated on XX Bomber Command Target Chart 13A, Annex No. 3.

33. a. The 40th Bombardment Group;

- (1) Dispatching its aircraft as rapidly as possible from its forward base beginning at 2240Z on D minus one, will attack as follows;

ROUTE OUT: BASE AREA - 32°35'N, 111°29'E - 37°32'N, 118°55'E - 37°50'N, 120°57'E - 39°03'N, 123°11'E - IP - TARGET

IP: FENGCHENG (40°28'N, 124°04'E)

AXIS OF ATTACK: 317° Mag

BOMBING ALTITUDES:

- (a) The last formation of four aircraft scheduled to depart the home base will bomb at 27,000 feet true.
- (b) The remaining formations will bomb at 24,000 feet True.
- (2) With one camera-equipped aircraft will secure on D plus one, or as soon thereafter as weather permits, photographic coverage of the target area and other enemy installations to be designated in separate orders.

b. The 444th Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 2253Z on D minus one, will attack as follows;

ROUTE OUT: BASE AREA - 32°35'N, 111°29'E - 37°32'N, 118°55'E - 37°50'N, 120°57'E - 39°03'N, 123°11'E - IP - TARGET

IP: FENGCHENG (40°28'N, 124°04'E)

AXIS OF ATTACK: 317° Mag

BOMBING ALTITUDES:

- (a) The last formation of four aircraft scheduled to depart the home base will bomb at 27,000 feet True.
- (b) The remaining formations will bomb at 24,000 feet True.
- c. The 462nd Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 2252Z on D minus one, will attack as follows;

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~~SECRET~~ 5-2-46 By Authority of  
C. G. AAF, by  
*Ray G. Baker*  
Ray G. Baker, Capt. A. C.

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By AB NARA Date 10/11/05

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ROUTE OUT: BASE AREA - 32°35'N, 111°29'E - 37°32'N, 118°55'E -  
IP - TARGET

IP: Mouth of TALING RIVER (41°02'N, 121°48'E)

AXIS OF ATTACK: 90° Mag

BOMBING ALTITUDES:

- (a) The last formation of four aircraft scheduled to depart the home base will bomb at 29,000 feet True.
- (b) The remaining formations will bomb at 26,000 feet True.
- d. The 468th Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 2246Z on D minus one, will attack as follows:

ROUTE OUT: BASE AREA - 32°35'N, 111°29'E - 37°32'N, 118°55'E -  
41°32'N, 121°13'E - IP - TARGET

IP: Fork in RR five miles SE of HEISHAN (41°37'N, 122°04'E)

AXIS OF ATTACK: 132° Mag

BOMBING ALTITUDES:

- (a) The last formation of four aircraft scheduled to depart the home base will bomb at 28,000 feet True.
- (b) The remaining formations will bomb at 25,000 feet True.
- 3. x. (1) Secondary Target; Harbor facilities, DAIREN, MANCHURIA; AAF Target No. 93.5-13. See Annex No. 2, Radar Folder.
- (2) Last Resort Target; Railroad yards, SINSIANG, CHINA.  
  
AAF Objective Folder No. 83.10, XX Bomber Command Target No. C.  
See Annex No. 2. Radar Folder.
- (3) On D minus three to D minus one inclusive each group will move all available combat operational aircraft to the CHENGTU Area, prepared for the combat mission.
- (4) Bomb loading; Minimum of eight 500# AN-M64 GP bombs fuzed one-tenth second nose and twenty-five thousandths second tail.
- (5) After landing at CHENGTU Area bases upon completion of the mission, aircraft will be reserviced to a total of 3200 gallons of burnable fuel and necessary engine oil and will be immediately prepared for evacuation in the event of an emergency. Return to INDIA bases will commence on D plus 1.

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Classification Changed to

C. G. AAF, by

By Authority of

*Ray G. Baker*  
Ray G. Baker, Capt. A. C.

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4. Administrative and Supply Details; See Administrative Order No. 6, dated 12 August 1944.
5. a. (1) Signal Communications; See Annex No. 4, Signal Instructions.  
(2) RCM; See Annex No. 5, RCM Instructions.
- b. Command Post: Forward Echelon Detachment, Headquarters, XX Bomber Command, APO 493.

By command of BRIGADIER GENERAL SAUNDERS:

JOHN E. UPSTON,  
Brigadier General, U. S. A.,  
Chief of Staff.

OFFICIAL:

*Howard E. Engler*

HOWARD E. ENGLER  
Colonel, Air Corps,  
Deputy Chief of Staff,  
Operations.

ANNEXES:

- #1 - Intelligence
- #2 - Radar Folder
- #3 - XX Bomber Command Target Chart No. 13A
- #4 - Signal Instructions
- #5 - RCM Instructions

DISTRIBUTION:

- 1 - C.G., Twentieth Air Force
- 1 - C.G., AAF, IBS, CBI (less Annexes 1, 2, & 3)
- 1 - C.G., Fourteenth Air Force (less Annexes 1, 2, & 3)
- 1 - C.G., 312th Wing (f) (less Annexes 1, 2, 3, & 5)
- 1 - CBI, AAF Evaluation Board (After mission has been run)
- 1 - C.G., XX Bomber Command
- 1 - Chief of Staff, XX Bomber Command
- 1 - D/CS, Operations
- 2 - Chief, Intelligence Section
- 2 - Chief, Opns, Plans & Tng Section
- 3 - C.O., 40th Bomb Group
- 3 - C.O., 444th Bomb Group
- 3 - C.O., 462nd Bomb Group
- 3 - C.O., 468th Bomb Group
- 2 - C.O., Forward Echelon Detachment, XX Bomber Command, APO 493

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Classification Changed to  
**SECRET** 5-2-46  
By Authority of  
C. G. AAF, by  
*Ray G. Baker*  
Ray G. Baker, Capt. A. C.

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By AB NARA Date 10/11/05



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EXHIBITS TO ANNEXES

Mission No. 8

8 September 1944

Exhibits to annexes to Field Orders No. 8 included herein have been reproduced to print on a standard size of 8 inches by 13 inches. Exhibits and their approximate original size are as follows:

<u>Annex No.</u>	<u>Sequence</u>	<u>Title or Description</u>	<u>Approximate original size (inches)</u>
1 (Intelligence)	1	Exhibit A; Navigators' Air Chart	19 5/8 x 21 1/8
	2	Exhibit B-1: Antiaircraft Defenses in Occupied China and Japan	11 1/2 x 10 1/2
	3	Exhibit B-2: Gun Disposition at the Primary Target	7 1/4 x 8 1/2
2 (Radar)	1	Radar-scope photographs - Anshan	8 x 16 1/4
	2	Probable appearance at Point D	8 x 16 1/4
	3	" " " Point E	8 x 16 1/4
	4	" " " Point F	8 x 16 1/4
	5	" " " Point G	8 x 16 1/4
	6	" " " Point J	8 x 16 1/4
	7	" " " Point Y	8 x 16 1/4
	8	" " " Point Z	8 x 16 1/4
	9	Approach chart - Anshan	16 1/2 x 16 1/4
	10	Probable appearance at Point H	8 x 16 1/4
	11	AAF Chart Manchuria No. 10-Dairen	15 1/2 x 19 1/2
	12	Approach chart - Sinsiang	16 1/2 x 16 1/4
3 (Target Data)	1	Anshan Area - Target Chart No. 13A	14 x 16 1/4
	2	AAF Chart Manchuria No. 10-Dairen	15 1/2 x 19 1/2
	3	Sinsiang - Target Chart No. 77	14 5/8 x 15 3/4

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:Auth: CG, XX BC :  
: Initials CSG :  
:Date: 28 Aug. 41 :  
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NOT TO BE TAKEN INTO THE AIR  
ON COMBAT MISSION

ANNEX NO. 1 TO FIELD ORDERS NO. 8, XX BOMB COMD  
INTELLIGENCE

Table of Contents

- SECTION I - Enemy Ground Situation
- SECTION II - Enemy Order of Battle ----- Sea
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- SECTION IV - Navigator's Aid Chart
- SECTION V - Enemy Airfields
- SECTION VI - Enemy Antiaircraft, Radar and Warning Nets

Maps and Supporting Documents

- Navigator's Aid Chart . . . . . Exhibit "A"
- Enemy Antiaircraft Defenses . . . . . Exhibit "B" 1 & 2

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C. G. AAF, by Lay Baker  
Major, USAF, Capt. A. G.

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SECTION I: ENEMY GROUND SITUATION

For location of Battle Line, see Exhibit "A".

SECTION II: ENEMY ORDER OF BATTLE - SEA

Pertinent information will be disseminated prior to final mission briefing.

SECTION III: ENEMY ORDER OF BATTLE - AIR

1. Fighter Order of Battle:

a. Estimated enemy fighter strength as of 22 August 1944 in the areas of vital concern to the mission is shown in the following table:

<u>AREA</u>	<u>NUMBER</u>	<u>TYPE</u>
<u>CHINA:</u>		
NANKING	32	S/E fighters - probably Tojo or Oscar
YANGTZE AREA	24	Zeke and Hamp
ANKING	28	Tojo
HANKOW	47	Oscar
WUCHANG	32	Oscar
<u>MANCHURIA:</u>		
HAILUNG-NUTANGKIANG	32	Nick
TUNGHO	32	S/E fighters - type unknown
MUTANGKIANG	32	S/E fighters - type unknown
<u>TOTALS:</u>		
CHINA	163	S/E fighters
MANCHURIA	64	S/E fighters
	32	T/E fighters
<u>OVERALL TOTAL:</u>	227	S/E fighters
	32	T/E fighters

2. Summary:

a. The enemy has no regularly assigned fighter units in the target area.

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C. G. AAF, by

*Henry C. Baker*  
Capt. A. Co.

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b. The presence of suitable airfields in the vicinity of the primary target make it possible to stage fighters from other assigned bases in MANCHURIA for the protection of objectives in the ANSHAN area.

c. There are no known fighter units assigned in CHINA north of the YELLOW RIVER; however, fighter aircraft are continually being staged in and around the KAIFENG area from the YANGTZE RIVER area around HANKOW and WUCHANG.

d. It is estimated that enemy fighter interception will be generally weak.

SECTION IV: NAVIGATOR'S AID CHART

The Navigator's Aid Chart (Exhibit "A") will be carried in each aircraft flying the mission.

SECTION V: ENEMY AIRFIELDS

1. The following table shows the disposition of known enemy airfields in North CHINA, KOREA and MANCHURIA.

<u>AREA</u>	<u>1st Class</u>	<u>2nd Class</u>	<u>3rd Class</u>	<u>Status Unknown</u>	<u>TOTAL</u>
NORTH CHINA	13	21	50	14	98
MANCHURIA	19	11	18	40	88
KOREA	5	8	10	--	23
TOTALS	37	40	78	54	209

2. Locations of enemy airfields in sectors of concern to the target area are as follows:

<u>AREA</u>	<u>LOCATION</u>	<u>NUMBER AND CLASS OF FIELDS</u>
ANSHAN	41° 05'N - 122° 50'E 8 miles west of city	1 - 1st Class field
MUKDEN	South, West and North sides of City	1 - 1st Class field 3 - 2nd Class fields
FUSHAN	24 miles East of MUKDEN	1 probable landing strip 1 Airdrome under construction
CHINCHOW	126 miles SW of MUKDEN	1 - 1st Class field
KOUPANGTZU	50 miles WSW from MUKDEN	1 - 2nd Class field

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*Ray L. Baker*  
Baker, Capt. A. C.

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SECTION VI: ENEMY ANTI-AIRCRAFT, RADAR AND WARNING NETS

1. General Area:

a. Antiaircraft Guns: The Japanese have at least two hundred (200) heavy guns in Occupied CHINA located as shown on the attached map, Exhibit "B-1".

b. Radar and Warning Nets: Through intercept data obtained from missions 2-3-4-6, it is believed that the enemy has a radar warning net in Occupied CHINA which operates inefficiently.

c. Balloon Barrages and Smoke Screens: No smoke screens have been reported. Two aircraft on Mission Number 4 to TAKU, reported a balloon barrage of 10-30 balloons in that area.

2. Primary Target:

a. Antiaircraft Guns: From photo cover of 4 August 1944, it is known that the ANSHAN area is defended by fifty-five (55) heavy anti-aircraft guns as shown on the attached map, Exhibit "B-2".

On Mission Number 4, 29 July 1944, accurate to inaccurate and meager to intense heavy anti-aircraft fire was reported by approximately ninety percent of the aircraft over the target at altitudes from 19,000 to 26,100 feet. The majority of the fire was Predicted Concentration (patterns of 20-30 bursts intermittently over the target area) with probably a very small amount of Continuously Pointed.

The accuracy and intensity of anti-aircraft opposition will probably be increased over that of the previous mission, provided weather conditions remain the same.

If any lone enemy aircraft are observed flying parallel courses at the same altitude, it is possible that they are "pacer" planes relaying speed and altitude information to anti-aircraft installations.

3. Secondary Target:

The number of heavy anti-aircraft guns is not known. Moderate and inaccurate heavy anti-aircraft fire was encountered on the 29th of July by one B-29. It was observed behind and level and was believed Continuously Pointed.

4. Target of Last Resort:

From cover of 20th of March, it is known that there are at least two (2) heavy anti-aircraft guns in this area, but no fire has ever been reported as encountered.

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G. G. AAF, by

*Ray H. Baker*  
Ray H. Baker, Capt. A. C.

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By AB NARA Date 10/11/05

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By command of BRIGADIER GENERAL SAUNDERS:

J. E. UPSTON,  
Brigadier General, U.S.A.,  
Chief of Staff.

OFFICIAL:

*James D. Garcia*  
JAMES D. GARCIA, *MC*  
Colonel, Air Corps,  
Chief, Intelligence Section.

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C. G. AAF. 47

*W. J. Baker*  
Capt. A. C.

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**HEAVY ANTI-AIRCRAFT GUNS, SEARCHLIGHTS, AND RADAR**  
**OCCUPIED CHINA AND JAPAN** **EXHIBIT B-1**

BASED ON INFORMATION RECEIVED UP TO 21 AUGUST 1944  
 ANTI-AIRCRAFT OFFICER, OPERATIONAL INTELLIGENCE, INTELLIGENCE SECTION,  
 XX BOMBER COMMAND

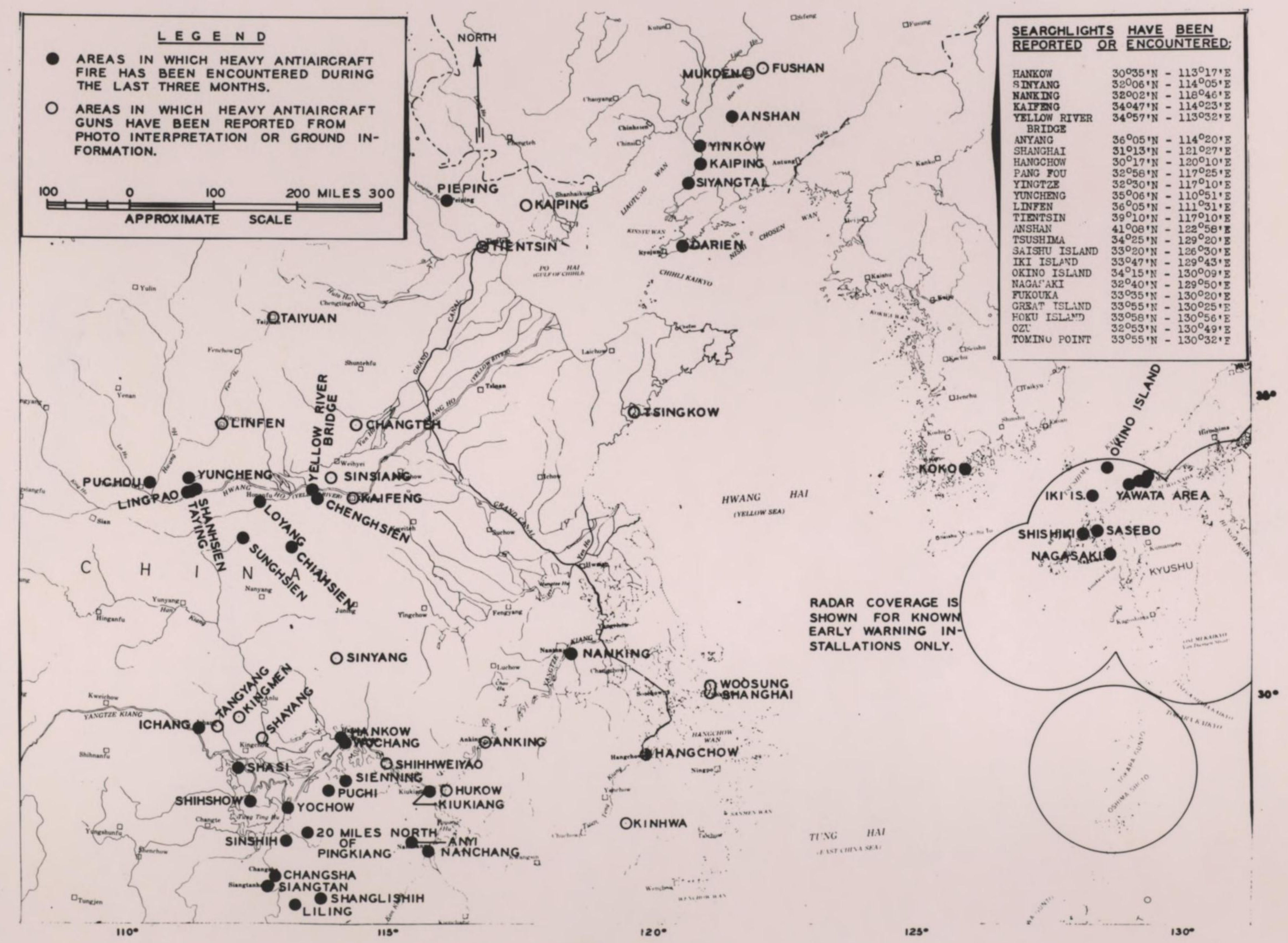
**LEGEND**

- AREAS IN WHICH HEAVY ANTI-AIRCRAFT FIRE HAS BEEN ENCOUNTERED DURING THE LAST THREE MONTHS.
- AREAS IN WHICH HEAVY ANTI-AIRCRAFT GUNS HAVE BEEN REPORTED FROM PHOTO INTERPRETATION OR GROUND INFORMATION.

100 0 100 200 MILES 300  
 APPROXIMATE SCALE

**SEARCHLIGHTS HAVE BEEN REPORTED OR ENCOUNTERED:**

HANKOW	30°35'N - 113°17'E
SINYANG	32°06'N - 114°05'E
NANKING	32°02'N - 116°44'E
KAI-FENG	34°47'N - 114°23'E
YELLOW RIVER BRIDGE	34°57'N - 113°32'E
ANYANG	36°05'N - 114°20'E
SHANGHAI	31°13'N - 121°27'E
HANGCHOW	30°17'N - 120°10'E
PANG FOU	32°58'N - 117°25'E
YINGTZE	32°30'N - 117°10'E
YUNGCHENG	35°08'N - 110°51'E
LINFEN	36°05'N - 111°31'E
TIENTSIN	39°10'N - 117°10'E
ANSHAN	41°08'N - 122°58'E
TSUSHIMA	34°25'N - 129°20'E
SAIKYU ISLAND	33°20'N - 126°30'E
IKI ISLAND	33°47'N - 129°43'E
OKINO ISLAND	34°15'N - 130°09'E
NAGASAKI	32°40'N - 129°50'E
FUKOKA	33°35'N - 130°20'E
GREAT ISLAND	33°55'N - 130°25'E
HOKU ISLAND	33°58'N - 130°56'E
OZU	32°53'N - 130°49'E
TOMINO POINT	33°55'N - 130°32'E



RADAR COVERAGE IS SHOWN FOR KNOWN EARLY WARNING INSTALLATIONS ONLY.

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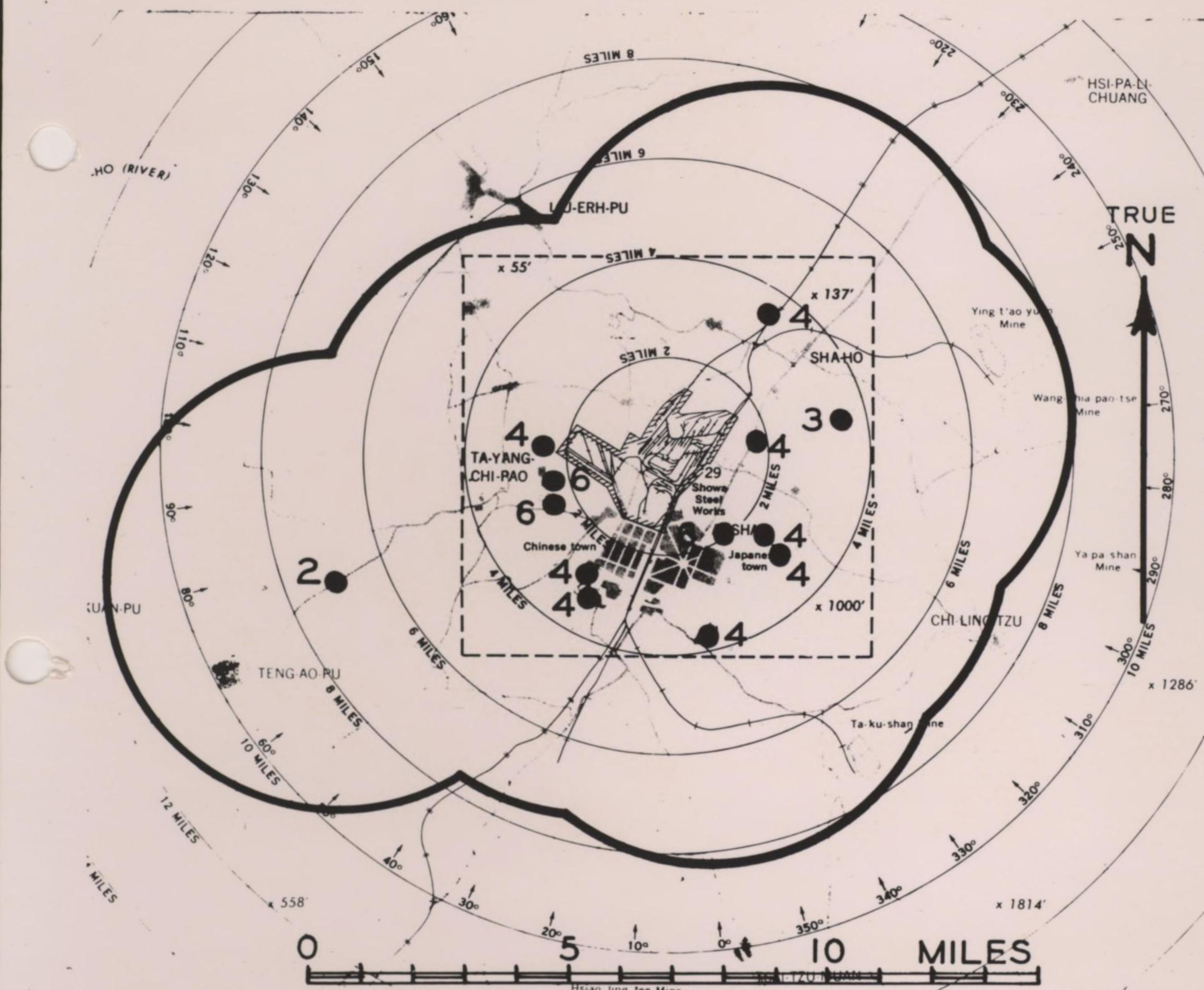
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**EXHIBIT B-2**  
**GUN DISPOSITION AT THE PRIMARY TARGET**

CIRCLES INDICATE MAXIMUM HORIZONTAL RANGE AT AN ALTITUDE OF 25,000 FEET. SOLID CIRCLES SHOW LOCATION OF INDIVIDUAL HEAVY ANTI-AIRCRAFT GUN SITES, NUMBERS REFERRING TO NUMBER OF GUNS AT EACH SITE.

PHOTO COVER OF 4 AUGUST 44



APPROXIMATE SCALE

PREPARED BY: ANTI-AIRCRAFT OFFICER, OPERATIONAL INTELLIGENCE,  
INTELLIGENCE SECTION, XX BOMBER COMMAND.

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Initials *WMA*  
Date 28 Aug 74

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ON COMBAT MISSION

ANNEX NO. 2 TO FIELD ORDERS NUMBER 8, XX BOMB COMD

RADAR FOLDER

1. In the event of poor visibility on this mission radar bombing will be performed. Radar operators, using the AN/APQ-13, will make a direct bombing run against the center of the radar target at ANSHAN using individual range sighting in the formation. Radar operators will operate the AN/APQ-13 in accordance with the Tactical Doctrine and current Radar Instructions.

2. The SCR-729 and the SCR-695 will be operated in accordance with the Tactical Doctrine and the current SOI in effect on the date of the mission.

3. a. The 40th Bomb Group, See Par. 3b, will attack on an axis of  $317^{\circ}$  Mag from the IP, the city of FENGCHENG, ( $40^{\circ} 28' N$ ,  $124^{\circ} 04' E$ ). Radar check points on the course to the IP will include the CHANG ISLANDS, the turning point over HAIYANG ISLAND, TAYANG HARBOR dead on track and TALU ISLAND 7 N miles off course to the right. It is believed that the river at FENGCHENG will help identify the signal, but in any case every effort will be made to track a target on the coast line to the rear in order to keep the aircraft on track. The target lies 64 N miles (73 S miles) from the IP over mountainous terrain which will give confused radar signals. However, the target should be identified as a bright, concentrated signal just beyond the last mountain indications. After the target has been identified with the possible aid of the mountain signals, it will be tracked in carefully with the tilt and gain controls. With the gain reduced until only the bright signal from the STEEL WORKS appears on the scope, the bombs will be released using the near edge of the signal as the radar aiming point.

b. The 444th Bomb Group, See Par. 3a, will attack on an axis of  $317^{\circ}$  Mag from IP, the city of FENGCHENG, ( $40^{\circ} 28' N$ ,  $124^{\circ} 04' E$ ). Radar check points on the course to the IP will include the CHANG ISLANDS, the turning point over HAIYANG ISLAND, TAYANG HARBOR dead on track and TALU ISLAND 7 N miles off course to the right. It is believed that the river at FENGCHENG will help identify the signal, but in any case every effort will be made to track a target on the coast line to the rear in order to keep the aircraft on track. The target lies 64 N miles (73 S miles) from the IP over mountainous terrain which will give confused radar signals. However, the target should be identified as a bright, concentrated signal just beyond the last mountain indications. After

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By Authority of

C. G. AAF, by

*Ray G. Baker*  
Ray G. Baker, Capt. A. C.

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By AB NARA Date 10/11/05

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the target has been identified with the possible aid of the mountain signals, it will be tracked in carefully with the tilt and gain controls. With the gain reduced until only the bright signal from the STEEL WORKS appears on the scope, the bombs will be released using the near edge of the signal as the radar aiming point.

c. The 462nd Bomb Group will attack on a course of 90° Mag from the IP, the mouth of the TALING RIVER (41° 02' N, 121° 48' E). A series of scope photographs are furnished herewith (Exhibit "A") showing the approach to the IP, tracking it to the rear, the wide rivers South of course and the target itself. These pictures should be memorized as minutely as possible for accurate checking of the run onto the target. The target itself should appear on the scope as a highly concentrated signal at a range of 20-25 N miles and must be tracked carefully with the gain and tilt controls. The gain will be reduced until only the bright signal from the STEEL WORKS appears on the scope, and the center of this signal will be the Radar aiming point.

d. The 468th Bomb Group will attack on an axis of 132° Mag using the IP, the fork in the RR 5 N miles southeast of HEISHAN, (41° 37' N, 122° 04' E). The course to the IP has good radar check points at the mouth of the LIUKU RIVER, the river junction near CHINCHOW, and possibly IHSIEN, the city located at the bend of the large river which joins the TALING at its mouth. After turning at the IP the main radar landmark on the axis of attack should be the long "Snake" lake dead on course. On this course the Target should be identified as a bright narrow signal at 20-30 N miles range and must be tracked in with tilt and gain controls. From this direction the mountains just beyond ANSHAN should help in identifying the signal. The gain will be reduced until only the strongest signal from the STEEL WORKS appears on the scope. The center of this signal will be used as the Radar aiming point.

4. The secondary target is the HARBOR FACILITIES, DARIEN, MANCHURIA, with coordinates 38° 56' N and 121° 39' E. For an attack on an axis of 160° M, predicted scope drawings have been furnished. The first scope drawing corresponds to a position twenty-five (25) miles from the target using a twenty (20) mile closed center sweep, and the second at a point six (6) miles away using the ten (10) mile sweep.

5. The Last Resort target is the RAILROAD YARDS, SINSLANG, CHINA, located by coordinates 35° 17' N and 113° 56' E. Since

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Baker, Capt. A. C.

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this target will probably be attacked visually no predicted scope drawings have been furnished. However, for radar location of the target area, its position thirty (30) miles north of the great fork in the YELLOW RIVER may be used.

By Command of BRIGADIER GENERAL SAUNDERS:

JOHN E. UPSTON  
Brigadier General, U.S.A.  
Chief of Staff

OFFICIAL:

*Kenneth M. Gonsath*  
KENNETH M. GONSETH  
Lt Colonel, Signal Corps  
Chief, Communications Section

Exhibits:

- "A" - Scope photographs and Target Material for:  
SHOWA STEEL WORKS, ANSHAN, MANCHURIA 93.3 - 29
- "B" - Scope drawings and Target Material for:  
HARBOR FACILITIES, DARIEN, MANCHURIA 93.5 - 13
- "C" - Target Material for:  
RAILROAD YARDS, SINSIANG, CHINA 83.10 - C

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Baker, Capt. A. C.

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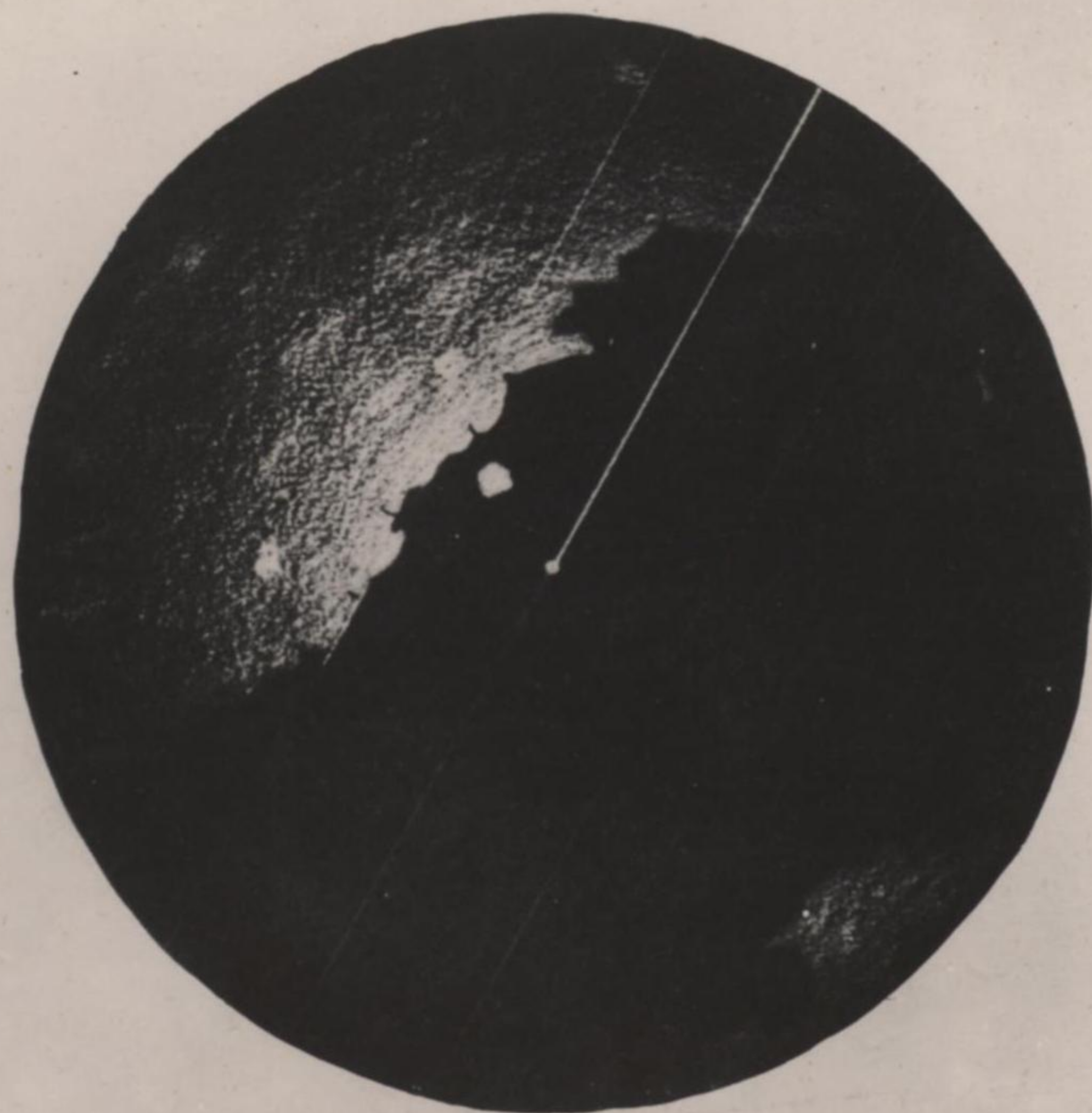
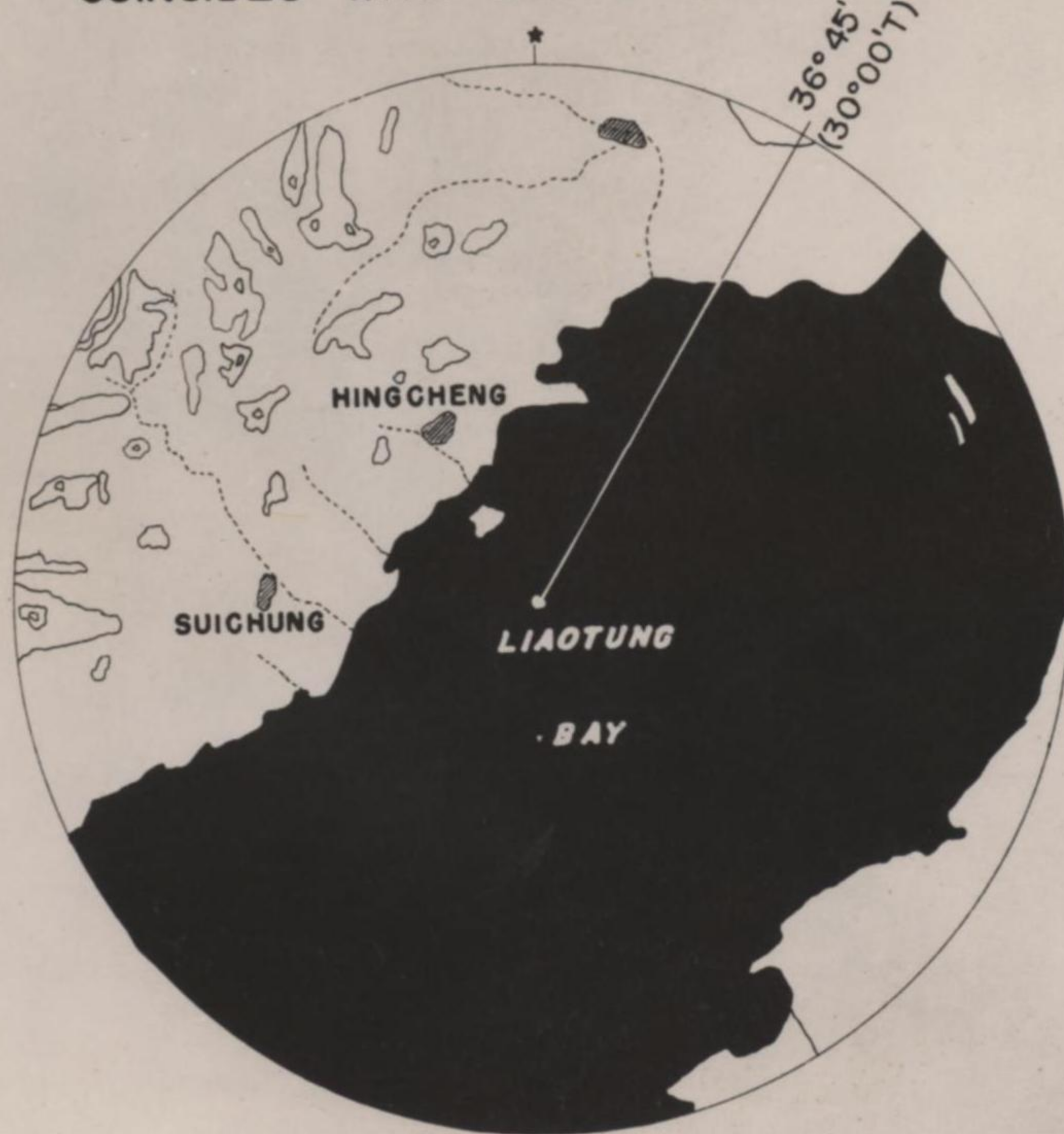
PROBABLE APPEARANCE AT POINT "D"

5 MILES FROM TURNING POINT

ALTITUDE: 15,000

SWEEP: 50 MILES

LUBBER LINE FOR CONDITION OF "NO DRIFT"  
COINCIDES WITH CENTER DRIFT LINE



SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.

AT ALTITUDES OTHER THAN 15,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

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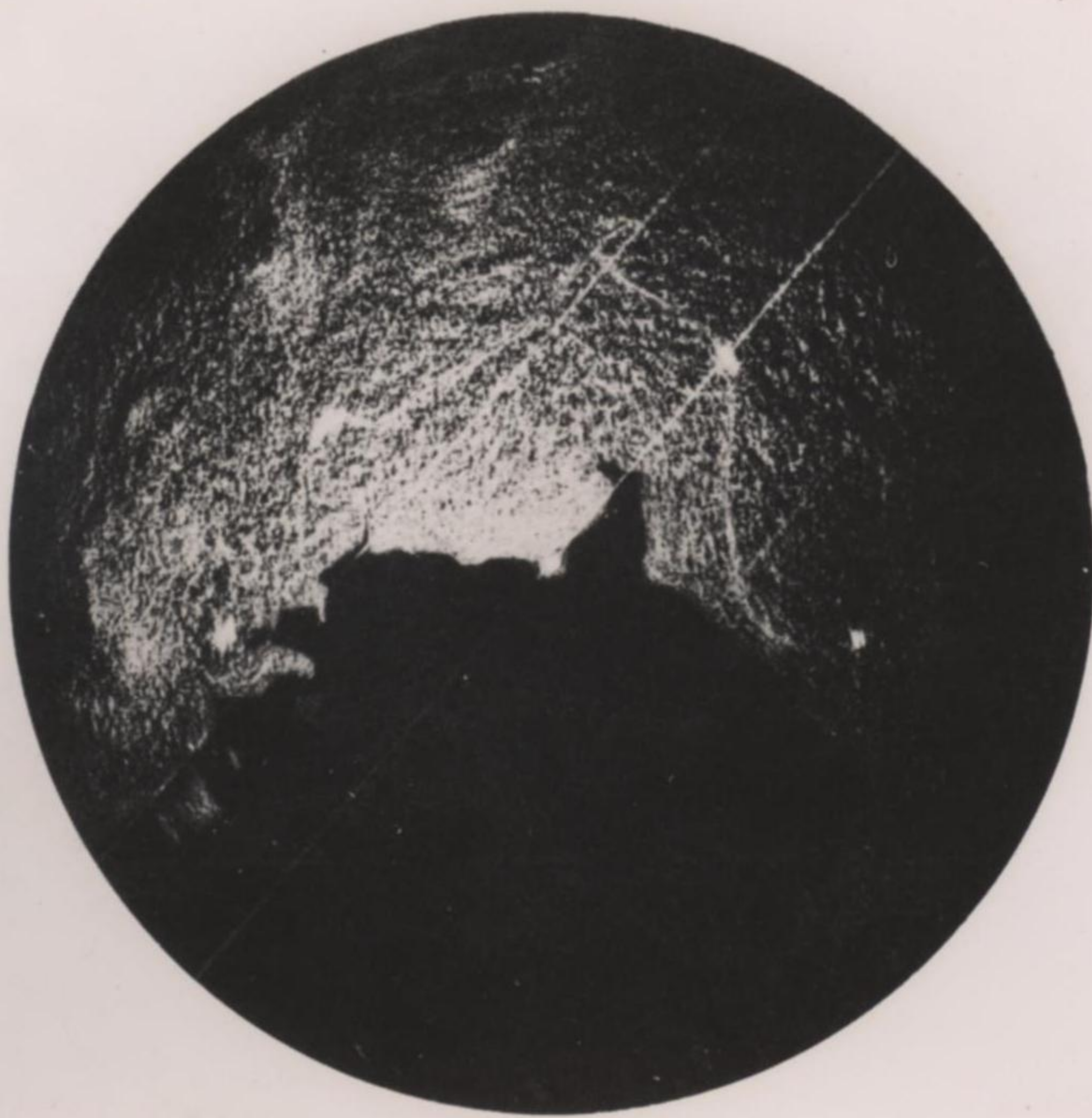
PROBABLE APPEARANCE AT POINT "E"

10 MILES FROM TURNING POINT

ALTITUDE: 15,000

SWEEP: 50 MILES

LUBBER LINE FOR CONDITION OF "NO DRIFT"  
COINCIDES WITH CENTER DRIFT LINE



SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.

AT ALTITUDES OTHER THAN 15,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

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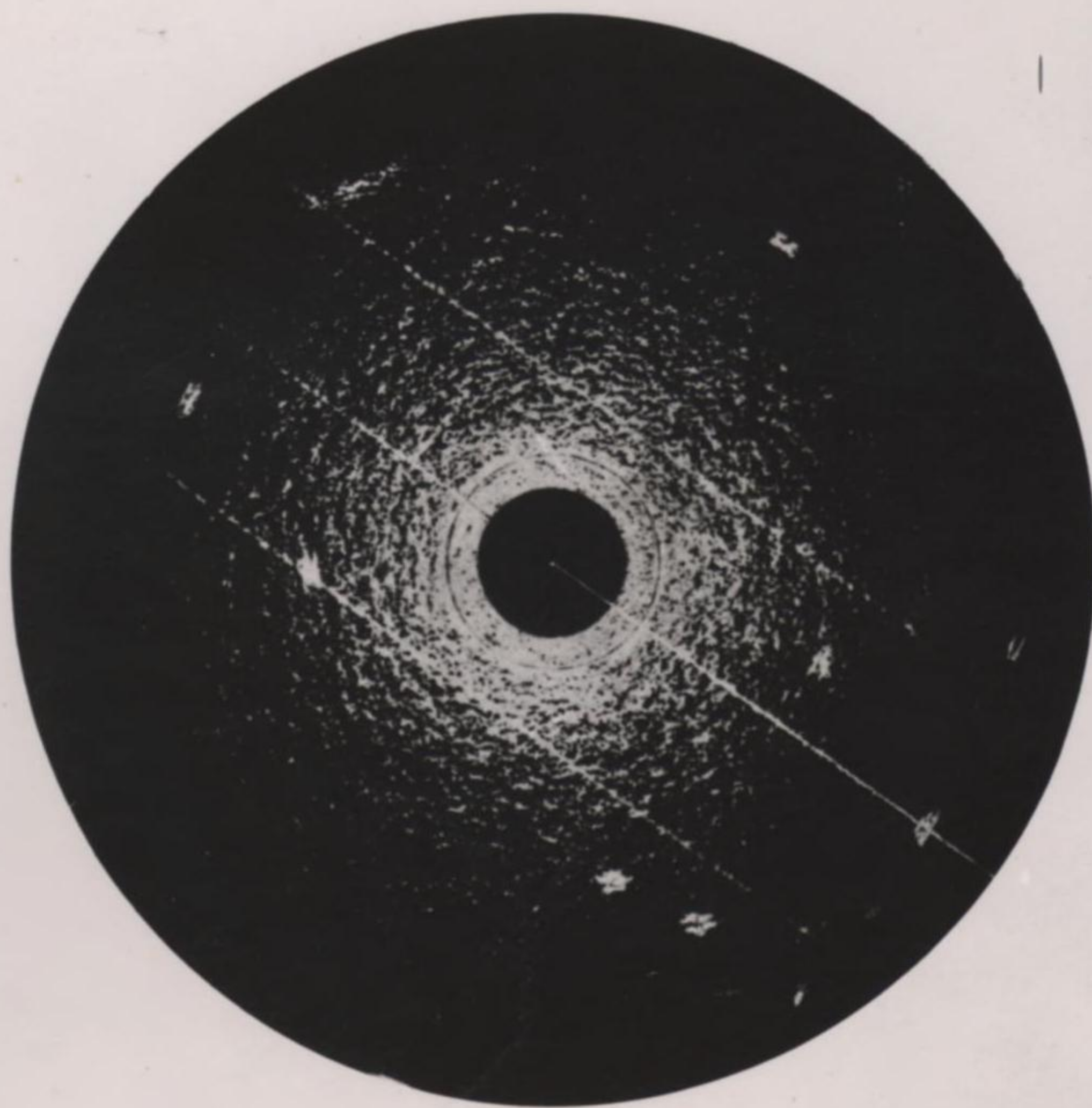
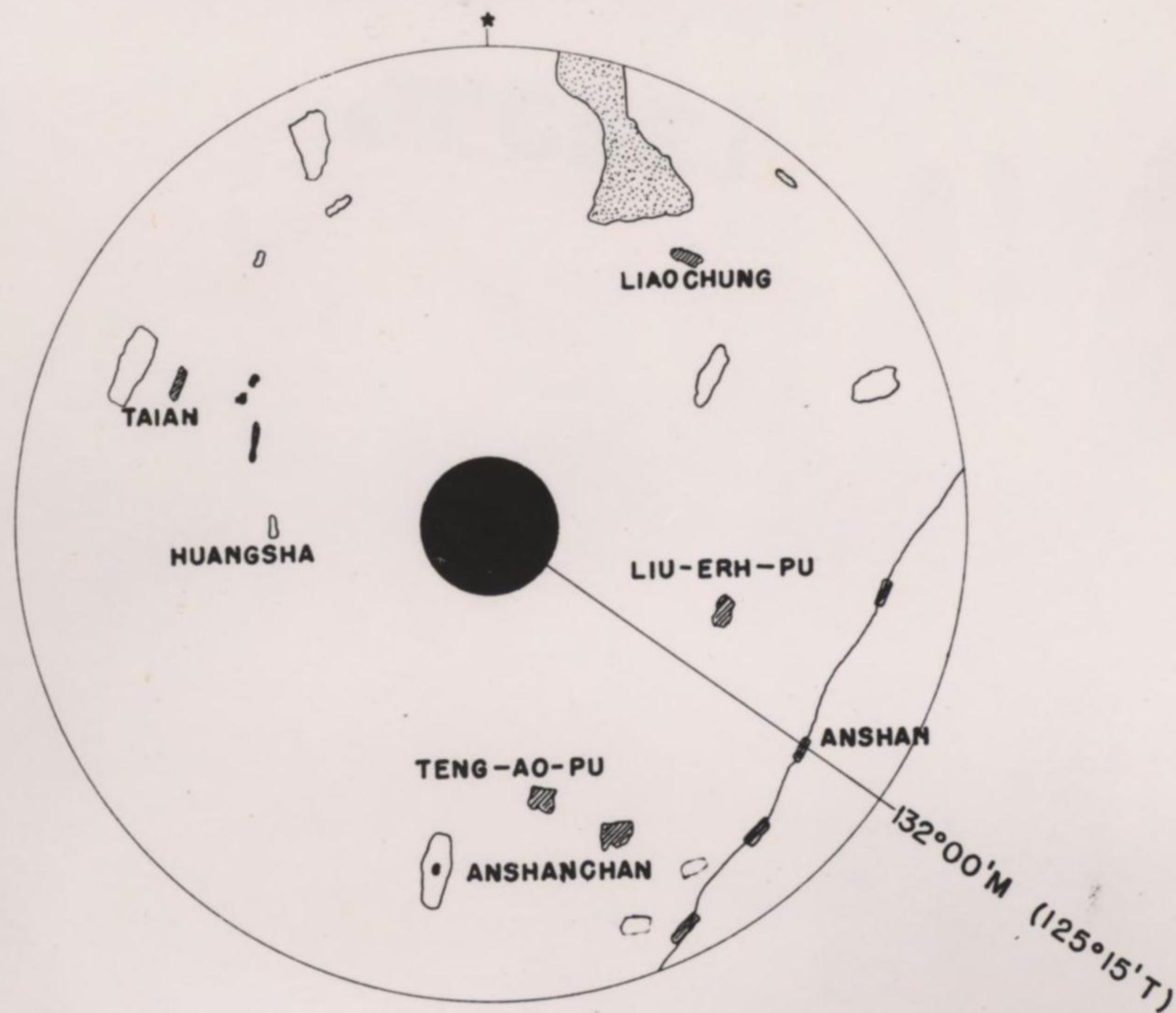
PROBABLE APPEARANCE AT POINT "F"

16 MILES FROM TARGET

ALTITUDE: 15,000

SWEEP: 20 MILES

LUBBER LINE FOR CONDITION OF "NO DRIFT"  
COINCIDES WITH CENTER DRIFT LINE



SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.

AT ALTITUDES OTHER THAN 15,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

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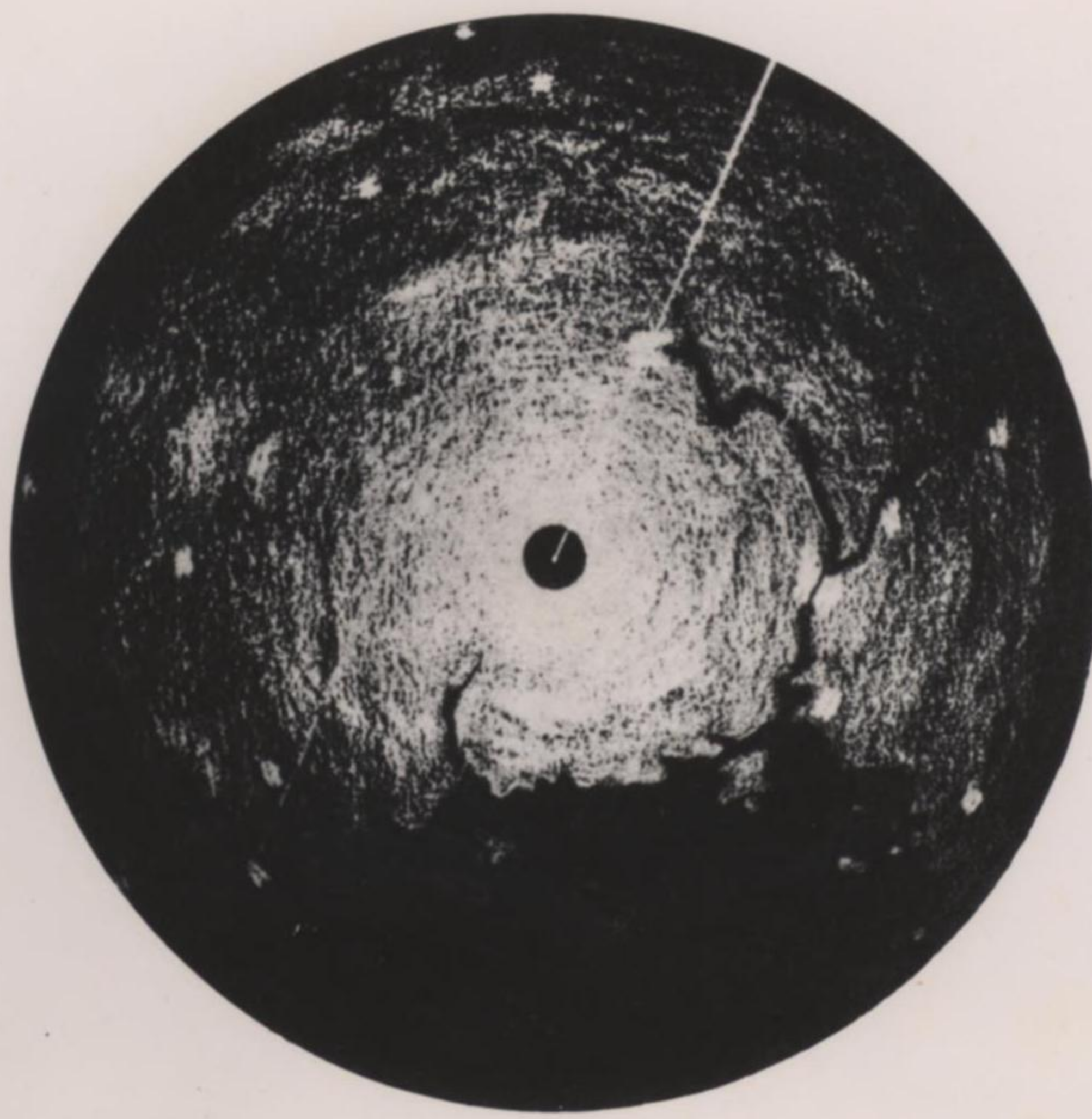
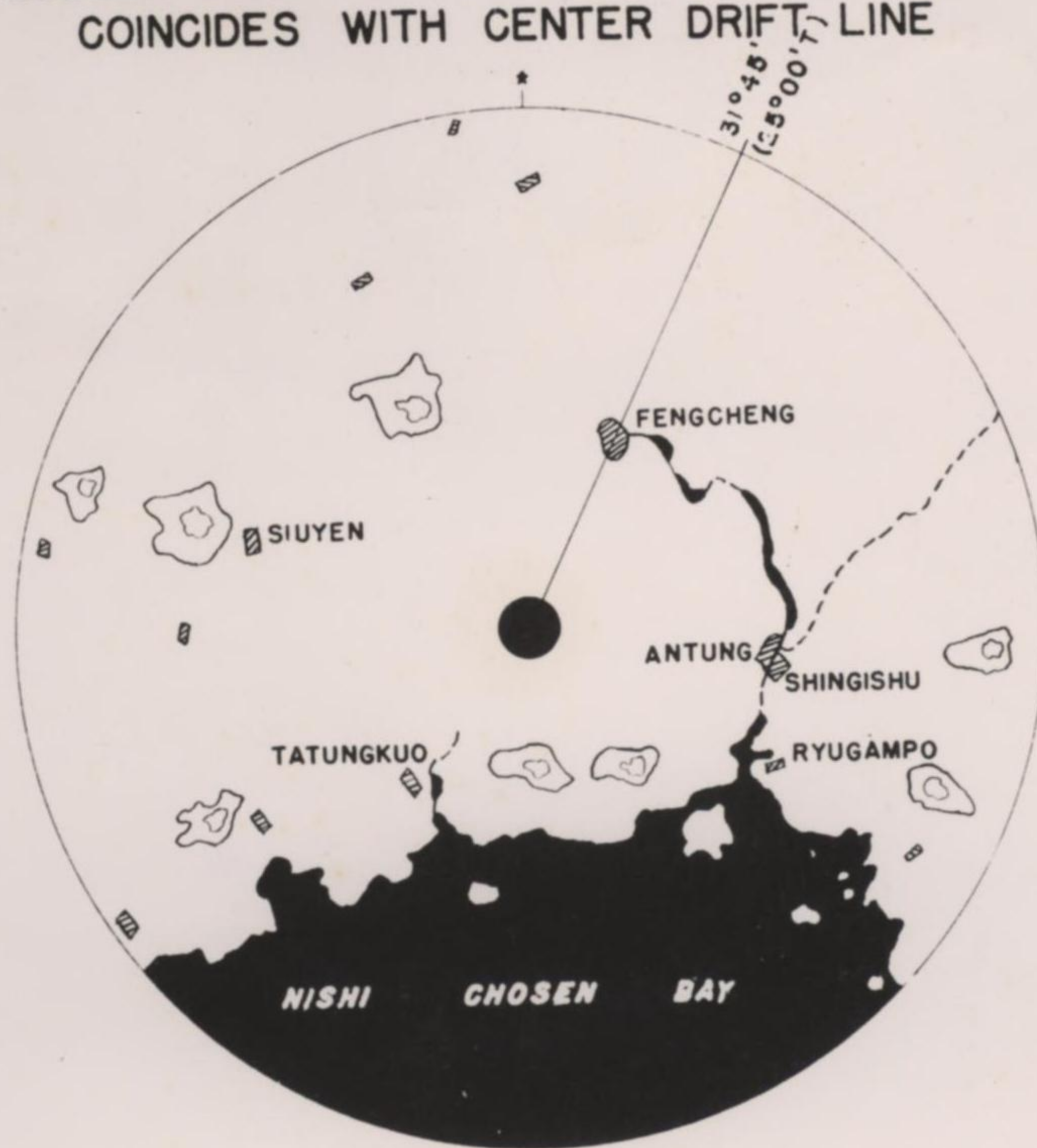
PROBABLE APPEARANCE AT POINT "J"

20 MILES FROM I.P.

ALTITUDE: 15,000

SWEEP: 50 MILES

LUBBER LINE FOR CONDITION OF "NO DRIFT"  
COINCIDES WITH CENTER DRIFT LINE



SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.

AT ALTITUDES OTHER THAN 15,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

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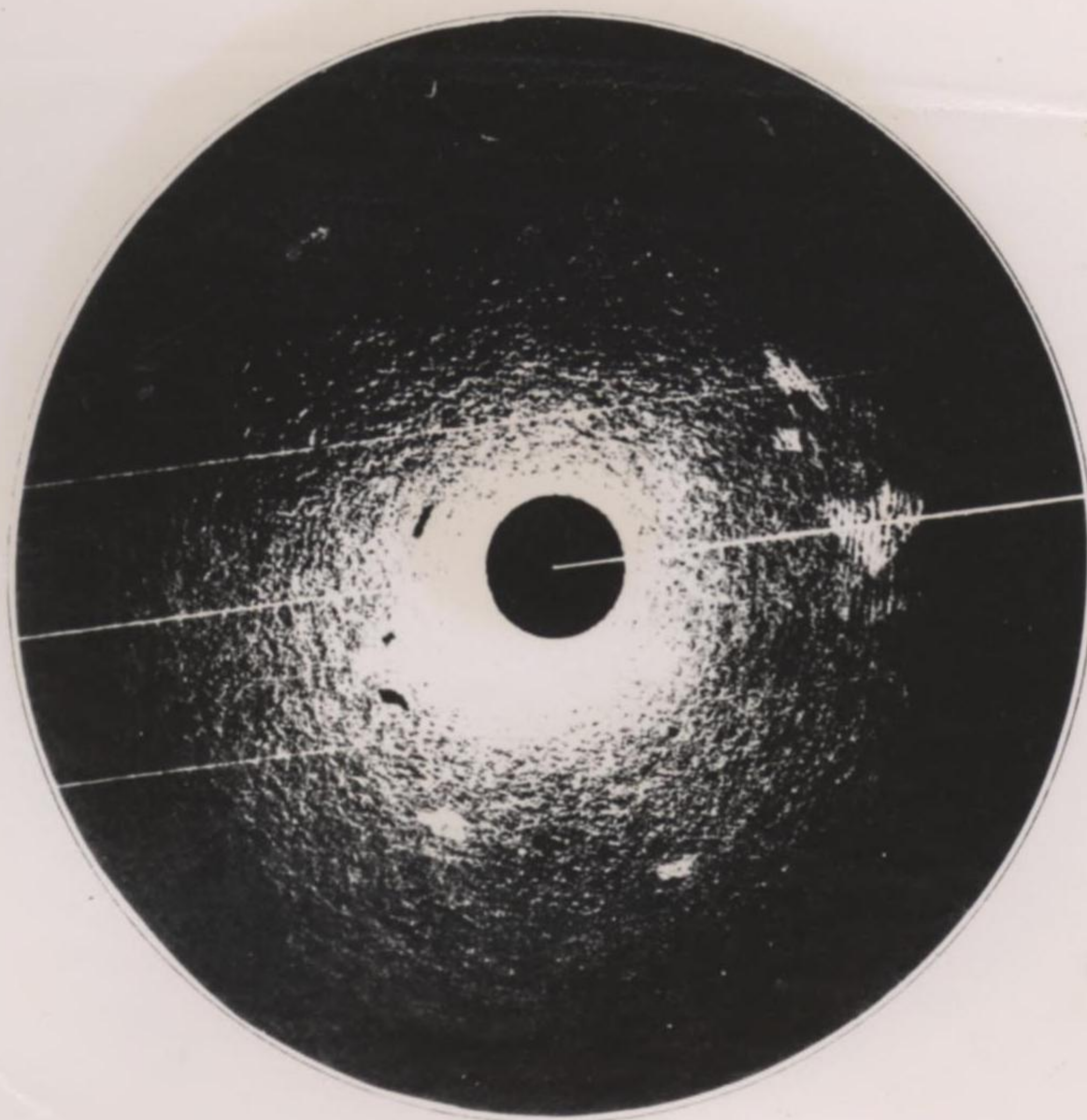
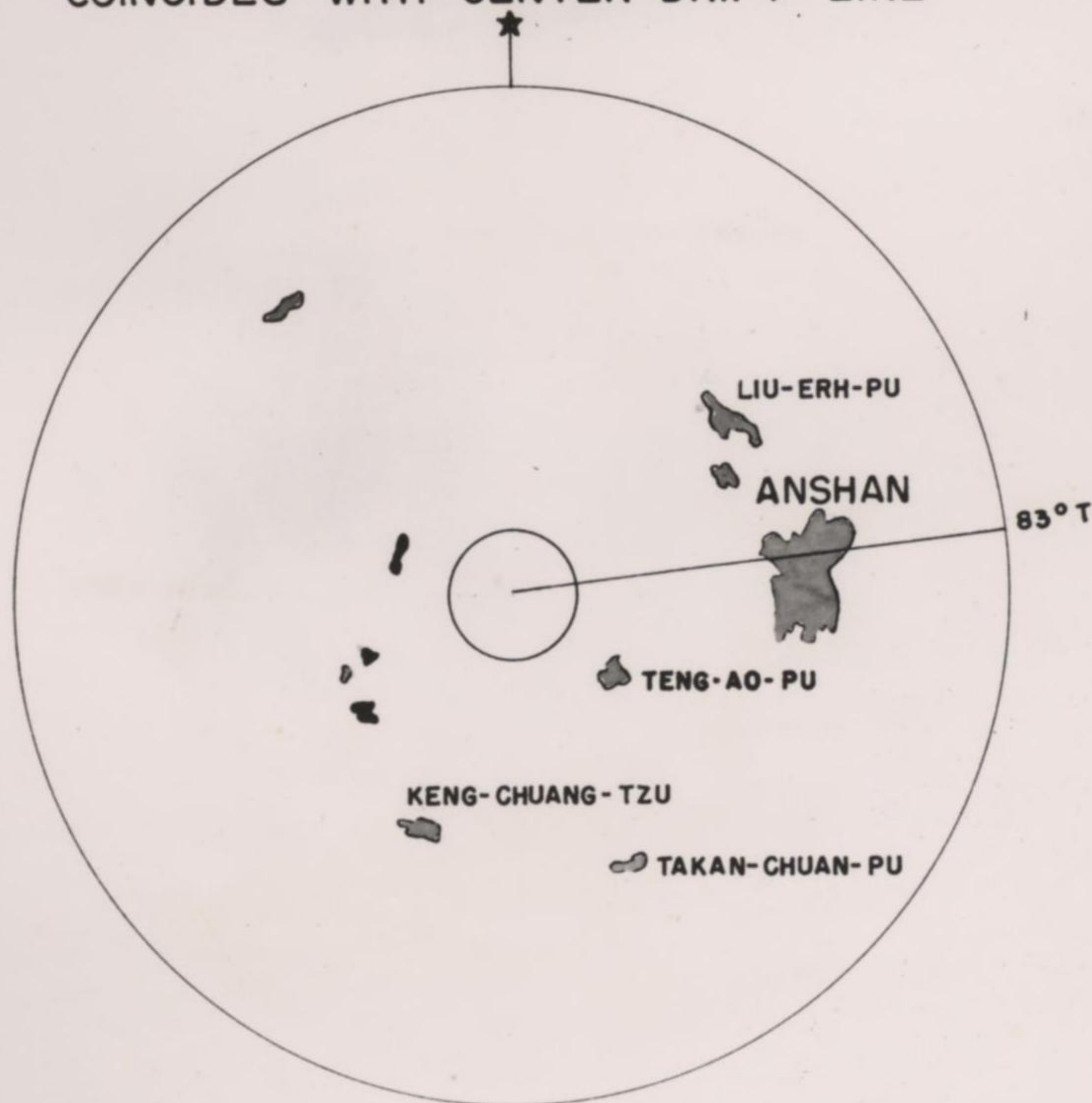
By AB NARA Date 10/11/05

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PROBABLE APPEARANCE AT POINT "Y"

12 MILES FROM TARGET  
ALTITUDE: 15,000  
SWEEP: 20 MILES

LUBBER LINE FOR CONDITION OF "NO DRIFT"  
COINCIDES WITH CENTER DRIFT LINE



SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.

AT ALTITUDES OTHER THAN 15,000' GREATEST UNCERTAINTY OF DISTORTION WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

SECRET

PREPARED BY RADAR INTELLIGENCE COMMITTEE - XX BOMBER COMMAND

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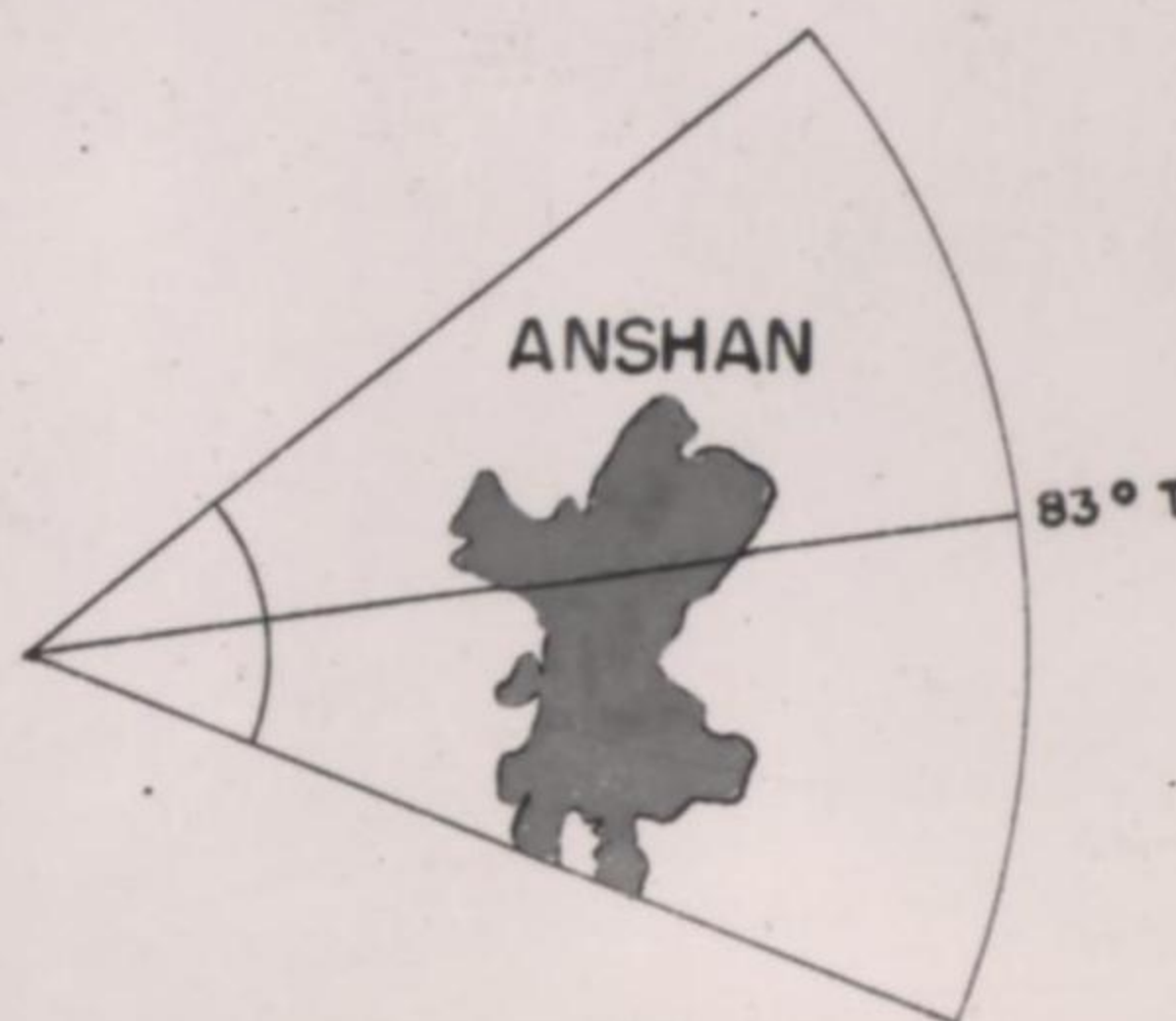
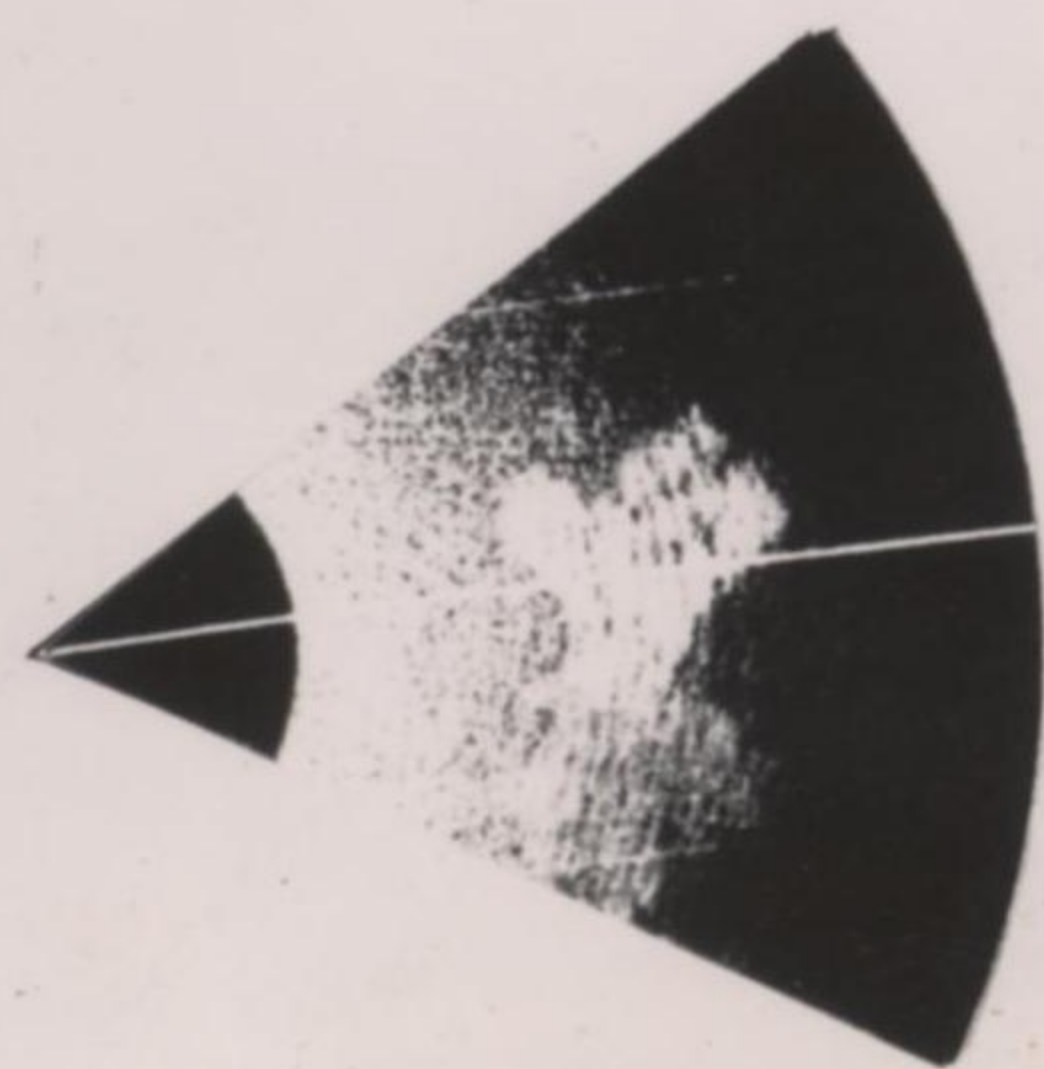
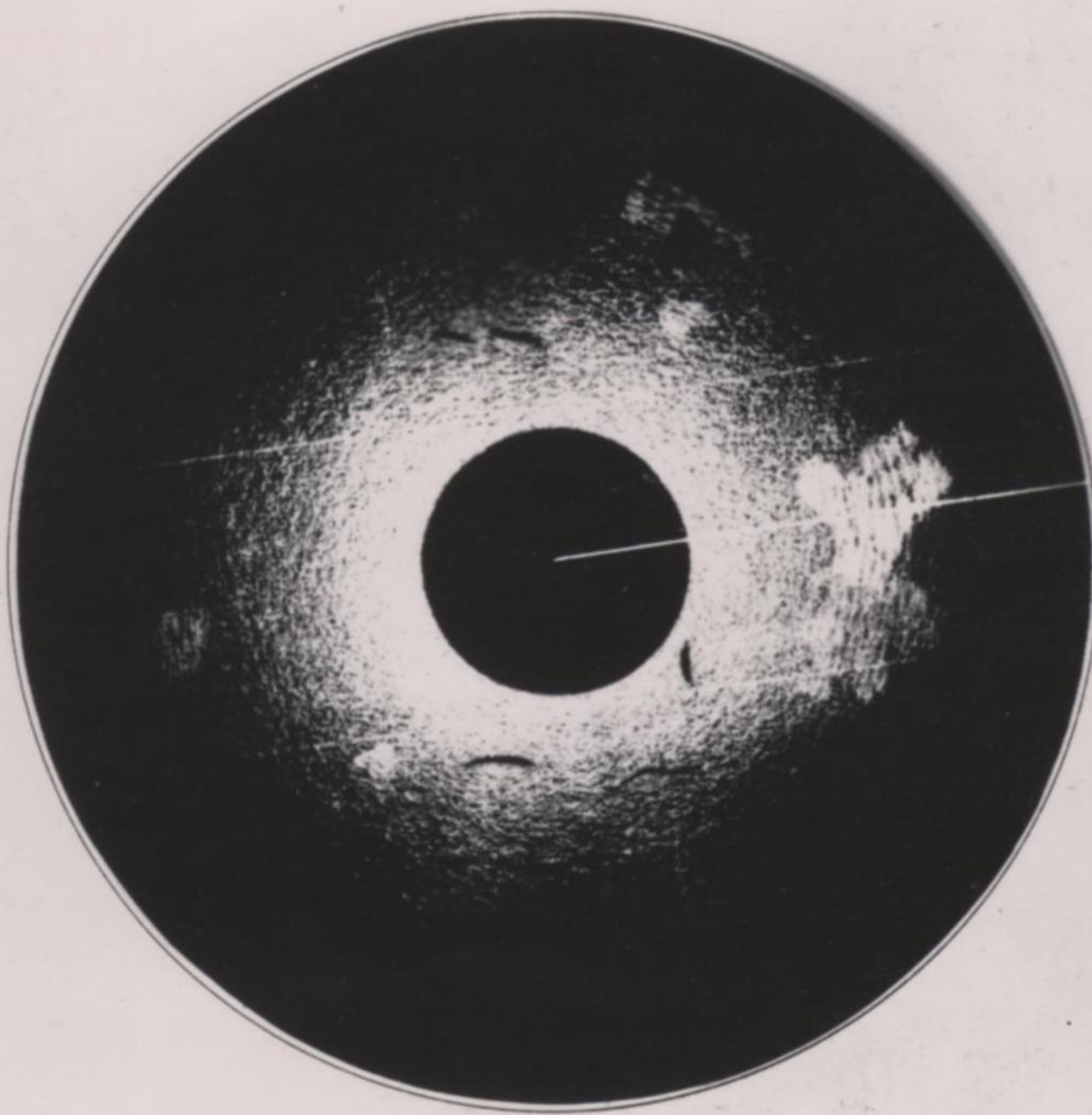
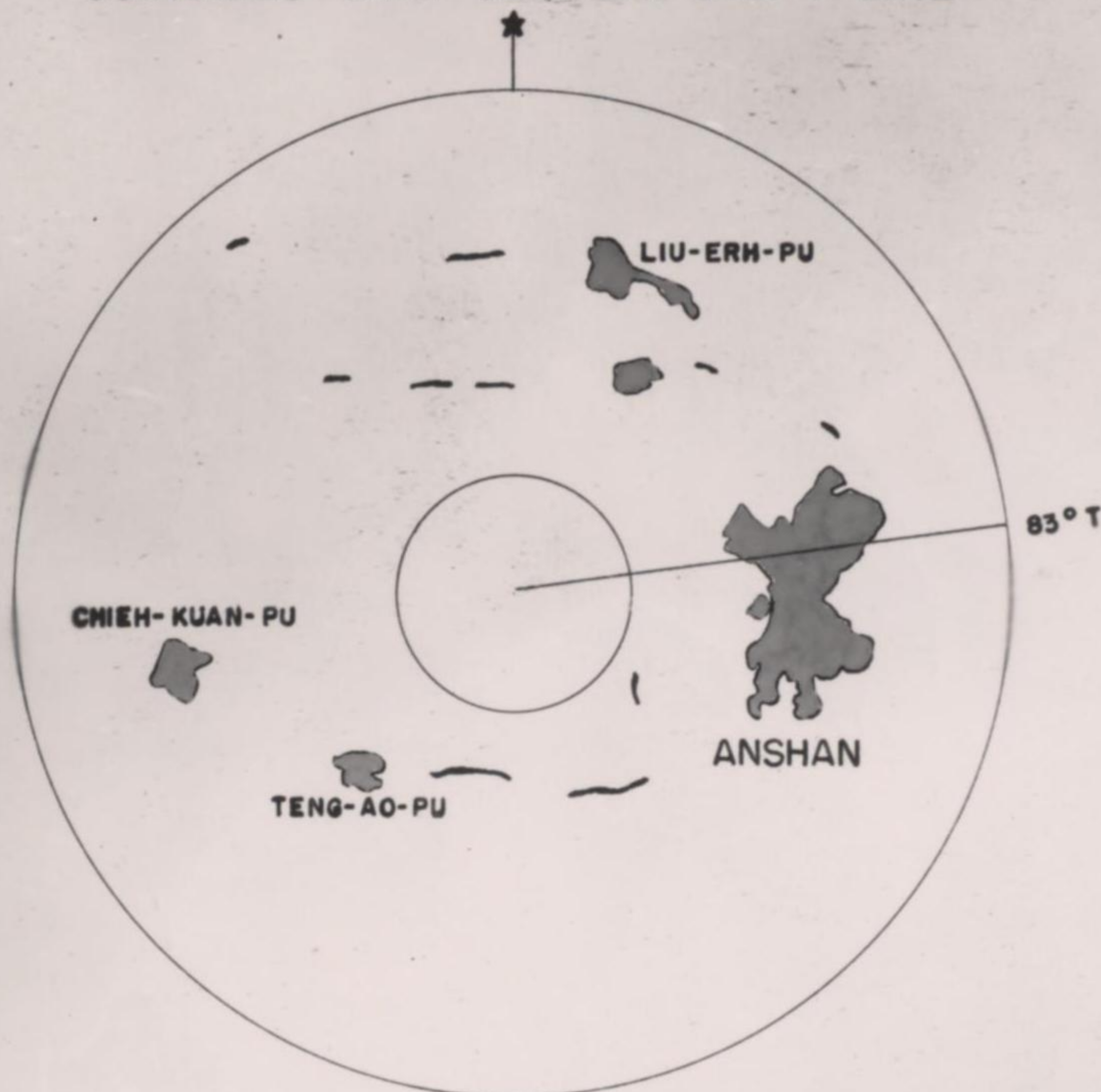
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PROBABLE APPEARANCE AT POINT "Z"

6 MILES FROM TARGET  
ALTITUDE: 15,000  
SWEEP: 10 MILES

LUBBER LINE FOR CONDITION OF "NO DRIFT"  
COINCIDES WITH CENTER DRIFT LINE



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PREPARED BY RADAR INTELLIGENCE COMMITTEE - XX BOMBER COMMAND

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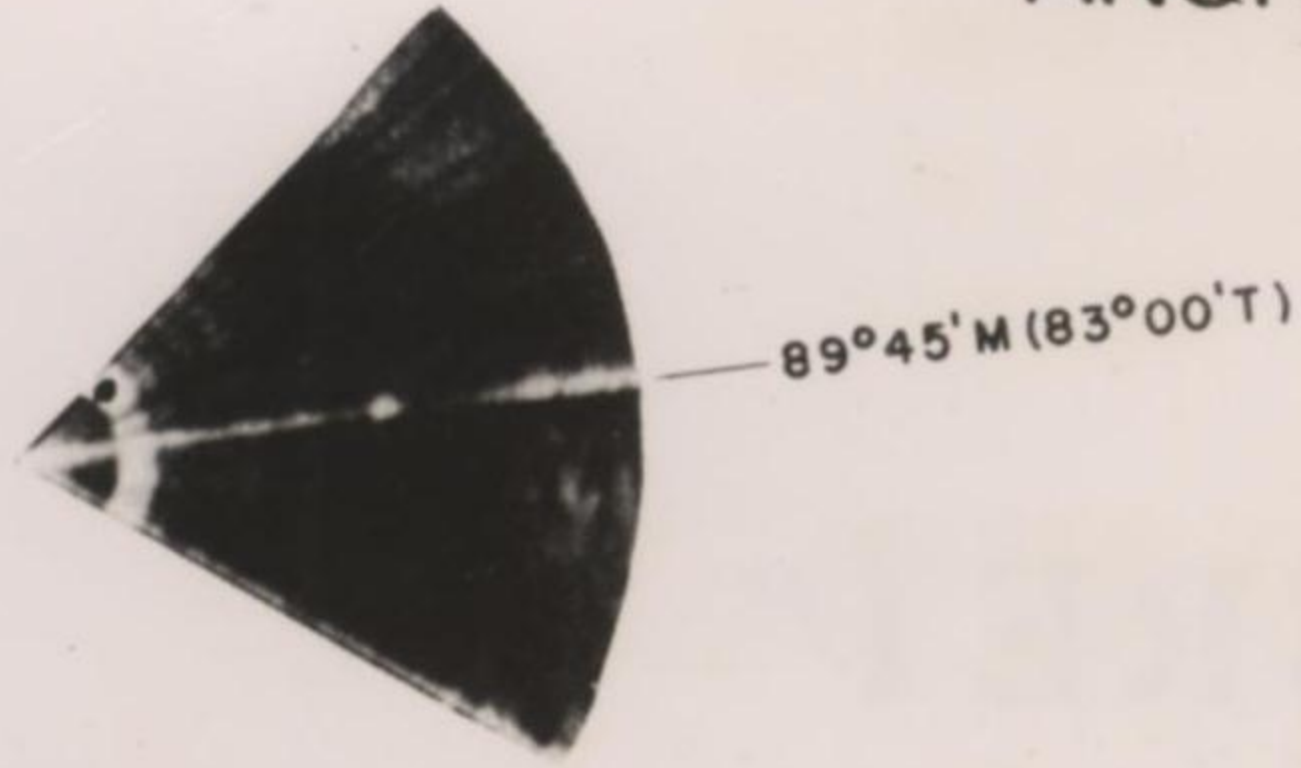
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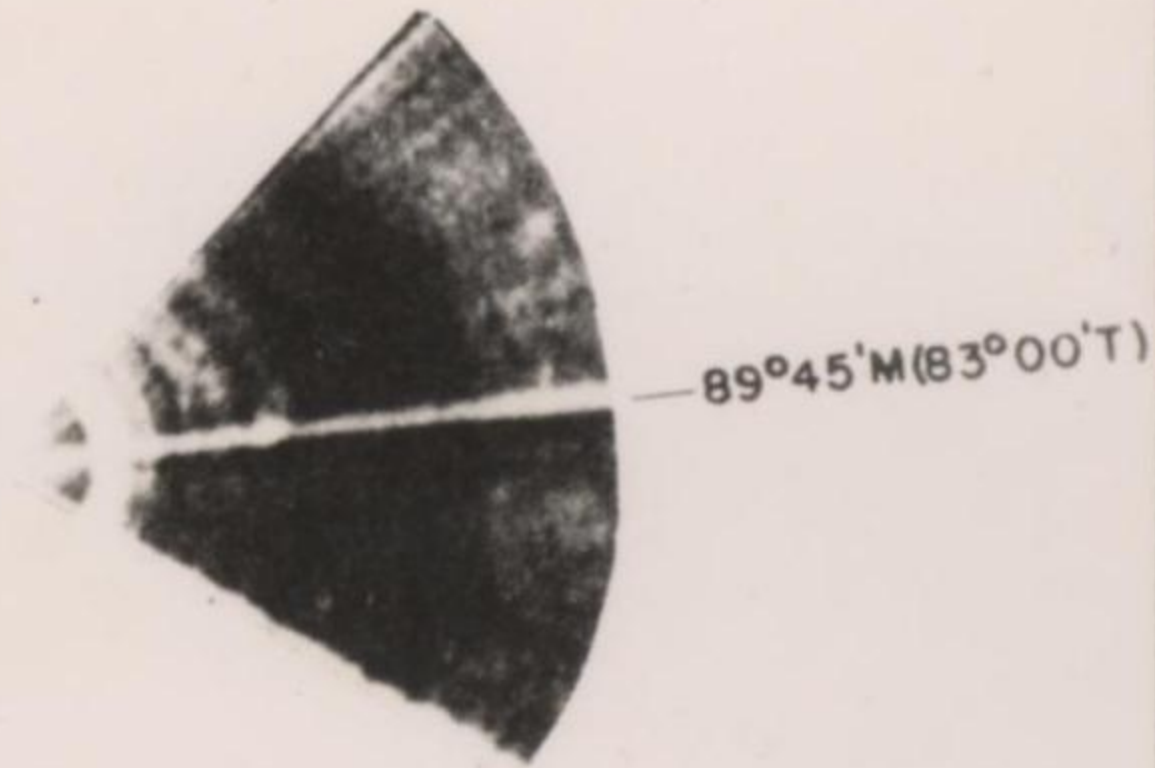
By AB NARA Date 10/11/05

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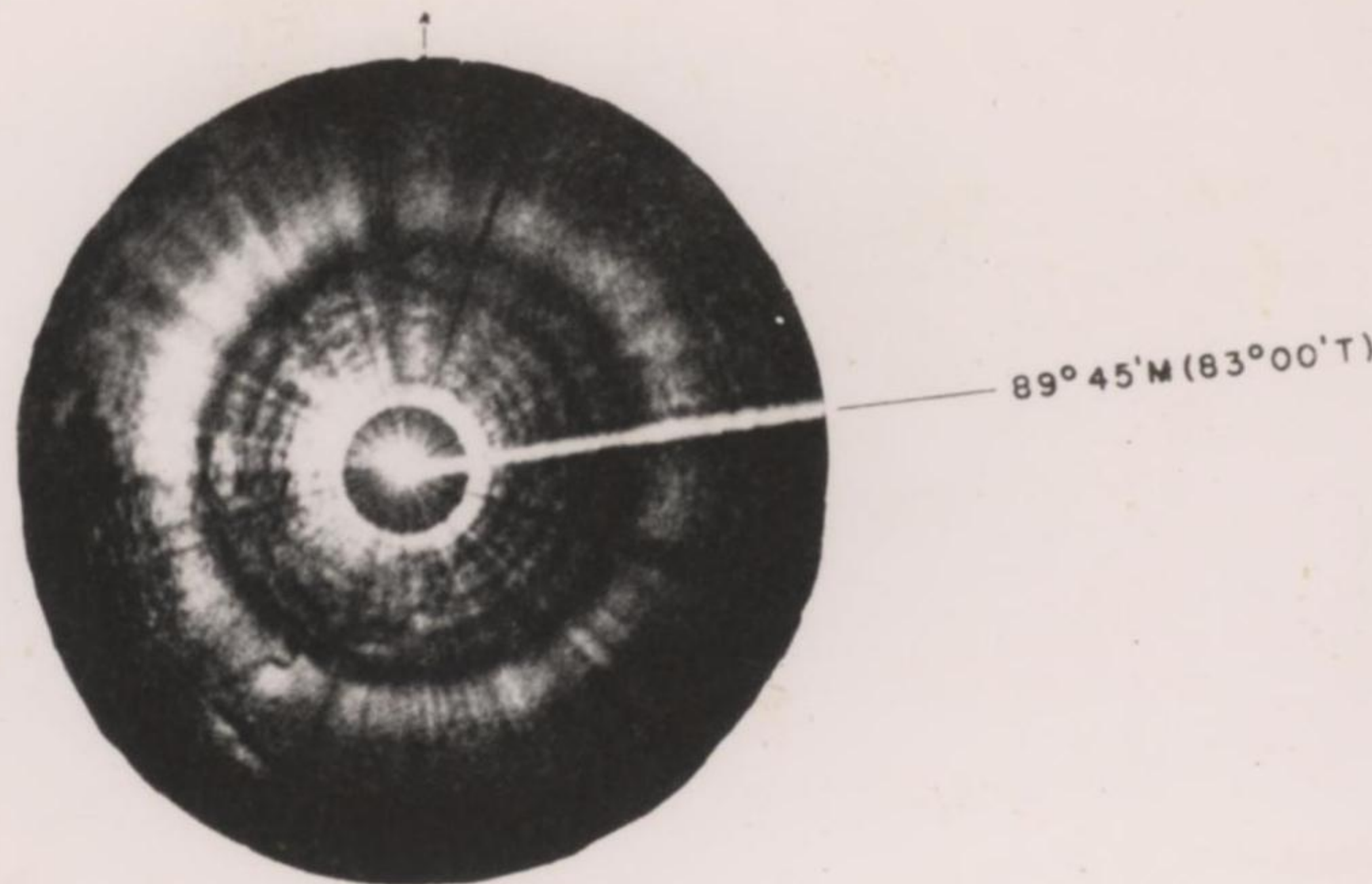
RADAR SCOPE PHOTOGRAPHS  
ANSHAN



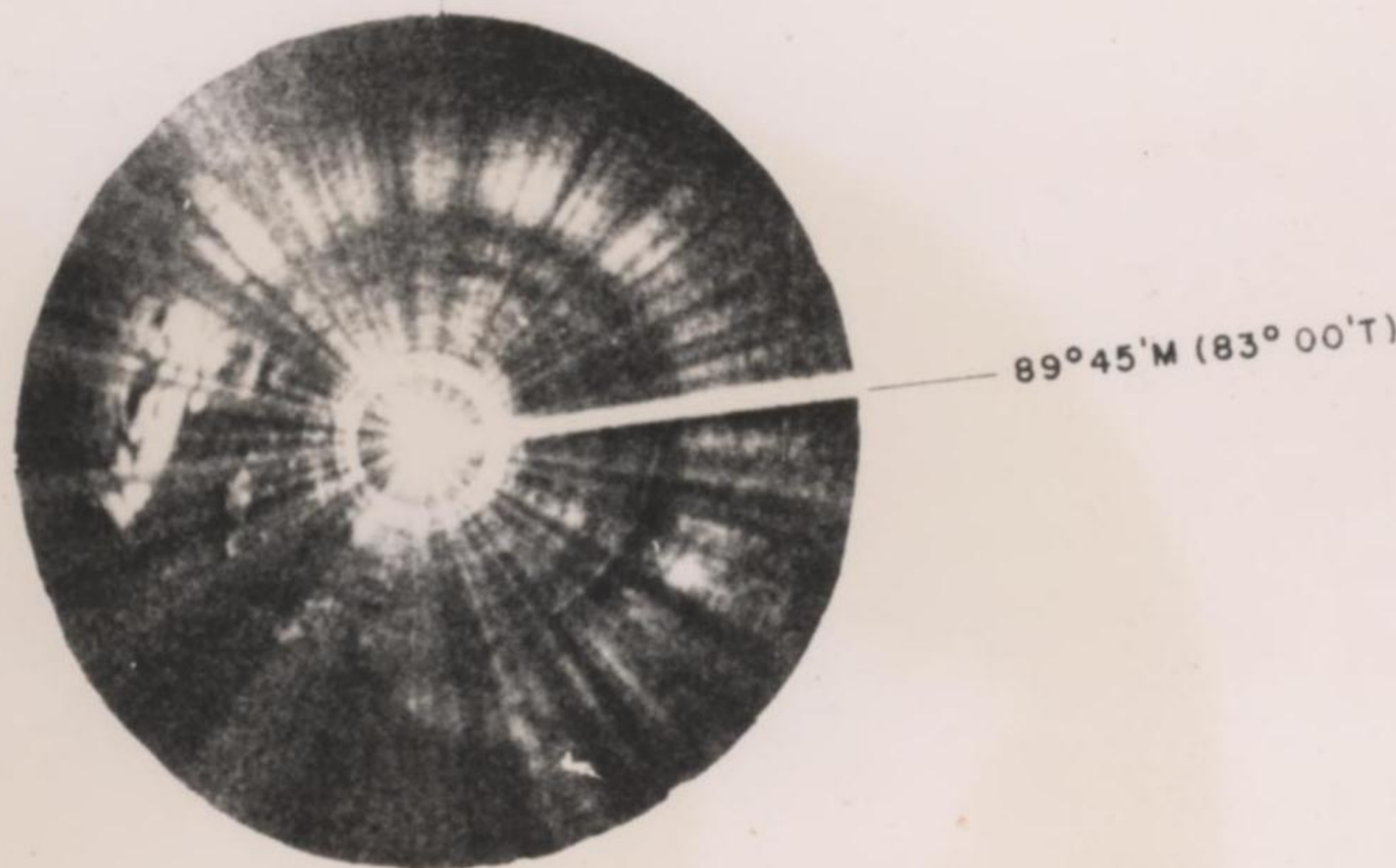
SWEEP: 20 MILES  
DISTANCE FROM TARGET: 10 MILES  
ALTITUDE: 20,000 FEET



SWEEP: 20 MILES  
DISTANCE FROM TARGET: 6 MILES  
ALTITUDE: 20,000 FEET



SWEEP: 20 MILES  
DISTANCE FROM TARGET: 20 MILES  
ALTITUDE: 20,000 FEET



SWEEP: 20 MILES  
10 MILES PAST TURNING POINT  
ALTITUDE: 20,000 FEET



SWEEP: 10 MILES  
9 MILES FROM TURNING POINT  
ALTITUDE: 20,000 FEET

SECRET

12.59

PREPARED BY TARGET UNIT-INTELLIGENCE SECTION-XX BOMBER COMMAND

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Authority NND 760063

By AB NARA Date 10/11/05

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Authority NND 760063

By AB NARA Date 10/11/05



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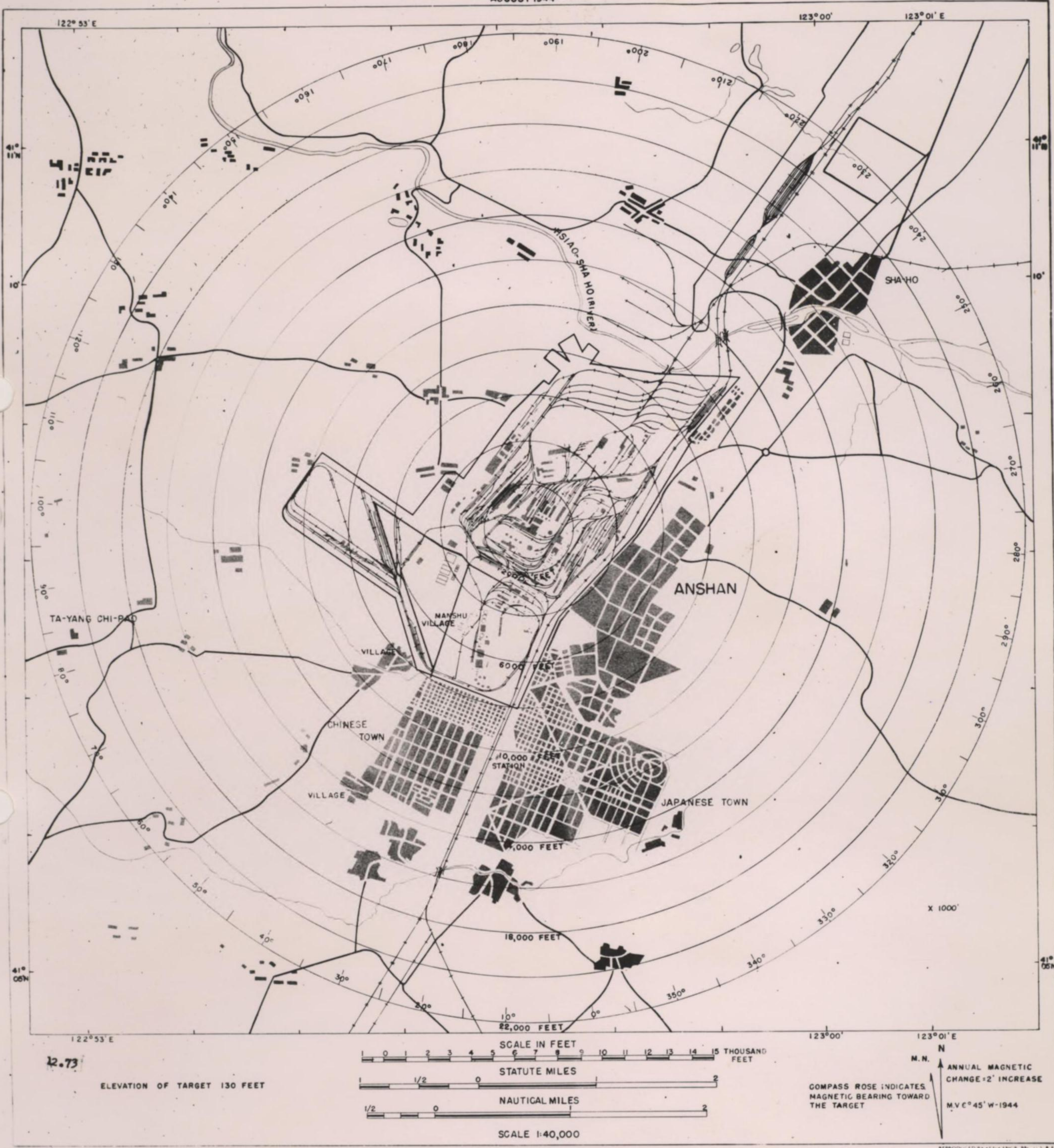
Authority NND 760063

By AB NARA Date 10/11/05

TARGET UNIT, INTELL. SEC.  
XX BOMBER COMMAND

ANSHAN AREA  
SHOWA STEEL WORKS  
TARGET NO. 93.3-29  
AUGUST 1944

TARGET CHART NO. 13A  
RESTRICTED



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Authority NND 760063

By AB NARA Date 10/11/05



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Authority NND 760063

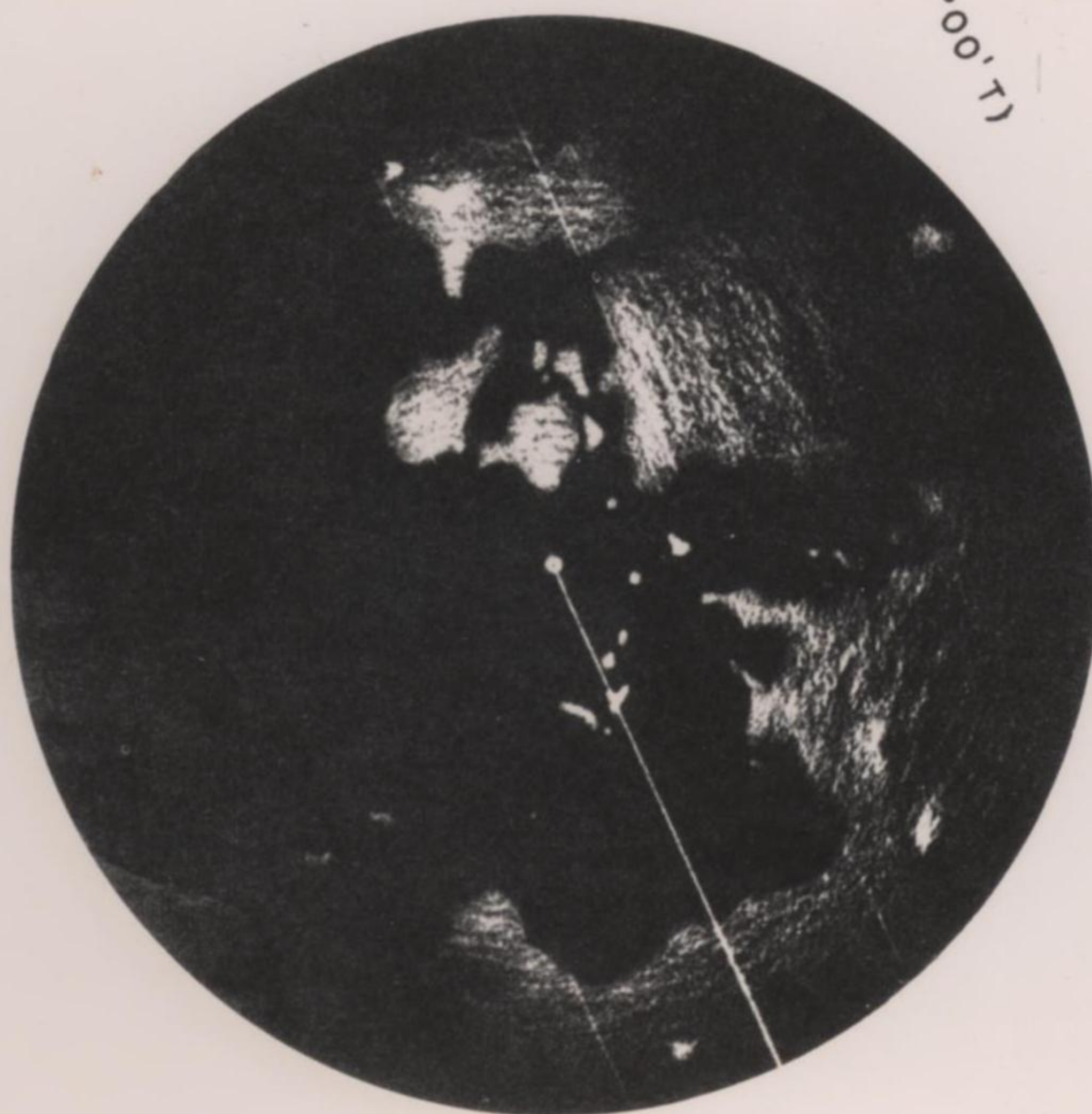
By AB NARA Date 10/11/05

SECRET

PROBABLE APPEARANCE AT POINT "G"

25 MILES FROM TARGET  
ALTITUDE: 15,000  
SWEEP: 20 MILES

LUBBER LINE FOR CONDITION OF "NO DRIFT"  
COINCIDES WITH CENTER DRIFT LINE



SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.

AT ALTITUDES OTHER THAN 15,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

12.61

SECRET

PREPARED BY TARGET UNIT INTELLIGENCE SECTION - XX BOMBER COMMAND

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SECRET

PROBABLE APPEARANCE AT POINT "H"

6 MILES FROM TARGET  
ALTITUDE: 15,000  
SWEEP: 20 MILES

LUBBER LINE FOR CONDITION OF "NO DRIFT"  
COINCIDES WITH CENTER DRIFT LINE



SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.

AT ALTITUDES OTHER THAN 15,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

SECRET

12.62

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Authority NND 760063

By AB NARA Date 10/11/05

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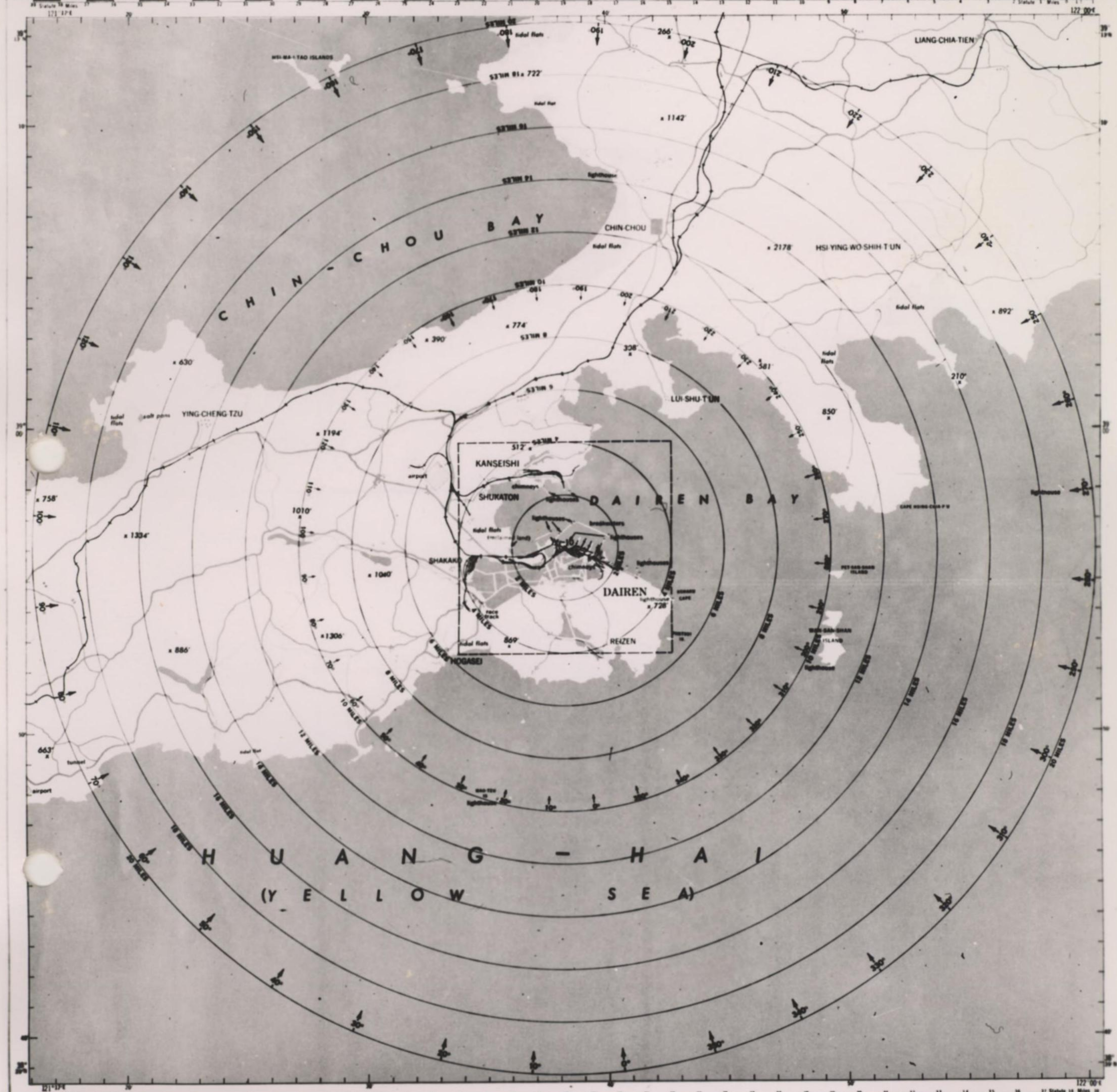
Authority NND 760063

By AB NARA Date 10/11/05

DAIREN AREA

AAF TARGET CHART MANCHURIA NO. 10

U. S. RESTRICTED  
Equals British RESTRICTED



THE ONLY TARGET APPEARING UPON THIS SIDE OF THIS CHART IS TARGET NO. 10 - ON WHICH THIS CHART IS CENTERED. OTHER PRINCIPAL TARGETS WITHIN A FOUR MILE RADIUS ARE SHOWN ON THE LARGE SCALE CHART ON THE REVERSE SIDE AND MAY BE PLOTTED HEREON, AS DESIRED, BY MAKING REFERENCE TO DETAIL OR DISTANCE AND BEARING FROM THE SAME CENTER TARGET AS SHOWN ON THE REVERSE SIDE.

TARGETS AND OBJECTIVE AREAS ARE NUMBERED FROM ONE TO SEVENTY WITHIN EACH COUNTRY. THESE NUMBERS ARE COMBINED INTO CODE SHOWING THE COUNTRY, OBJECTIVE AREA, AND TARGET. FOR EXAMPLE, B115 INDICATES BRITISH PACIFIC ISLANDS (B), BOMBED NORTH AREA (11), AND TARGET 5, BRITISH PACIFIC ISLANDS SERIES. TARGET NUMBERS BEAR NO RELATION TO LOCATION WITHIN COUNTRY OR TO IMPORTANCE OF TARGETS.

DASHED OUTLINE IN BLACK INDICATES AREA COVERED BY RECONNOISSANCE CHART ON THE REVERSE SIDE.



COMPASS ROSE INDICATES MAGNETIC BEARING TOWARD THE TARGET. SUPPLEMENTING THIS CHART IS A SET OF PERSPECTIVES CONSTRUCTED ON THE FOLLOWING HEADINGS: 90°, 135°, 180°, 225°, 340°.

THIS CHART IS PREPARED FOR USE IN DAYLIGHT, UNDER WHITE, ULTRA-VIOLET, RED, AND AMBER LIGHT.

LEGEND	
	Primary Highways
	Secondary Highways
	Single Track Railroad
	Double Track Railroad
	Electric Railroad
	Power Lines
Elevations in Feet	
50'	Center Target Elevation
2178'	Highest Known Elevation
Polyconic Projection	
Scale 1:100,000	

OFFICE OF THE ASSISTANT CHIEF OF STAFF, INTELLIGENCE, WASHINGTON, D. C.

12.76  
FEBRUARY 1944  
SECOND EDITION

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Equals British RESTRICTED

COMPILED FOR THE U. S. ARMY AND NAVY BY THE U. S. COAST AND GEODETIC SURVEY, WASHINGTON, D. C.

AAF TC MANCHURIA  
NO. 93.5-10

DECLASSIFIED  
Authority NND 760063  
By AB NARA Date 10/11/05

**"SECRET"**

**"SECRET"**

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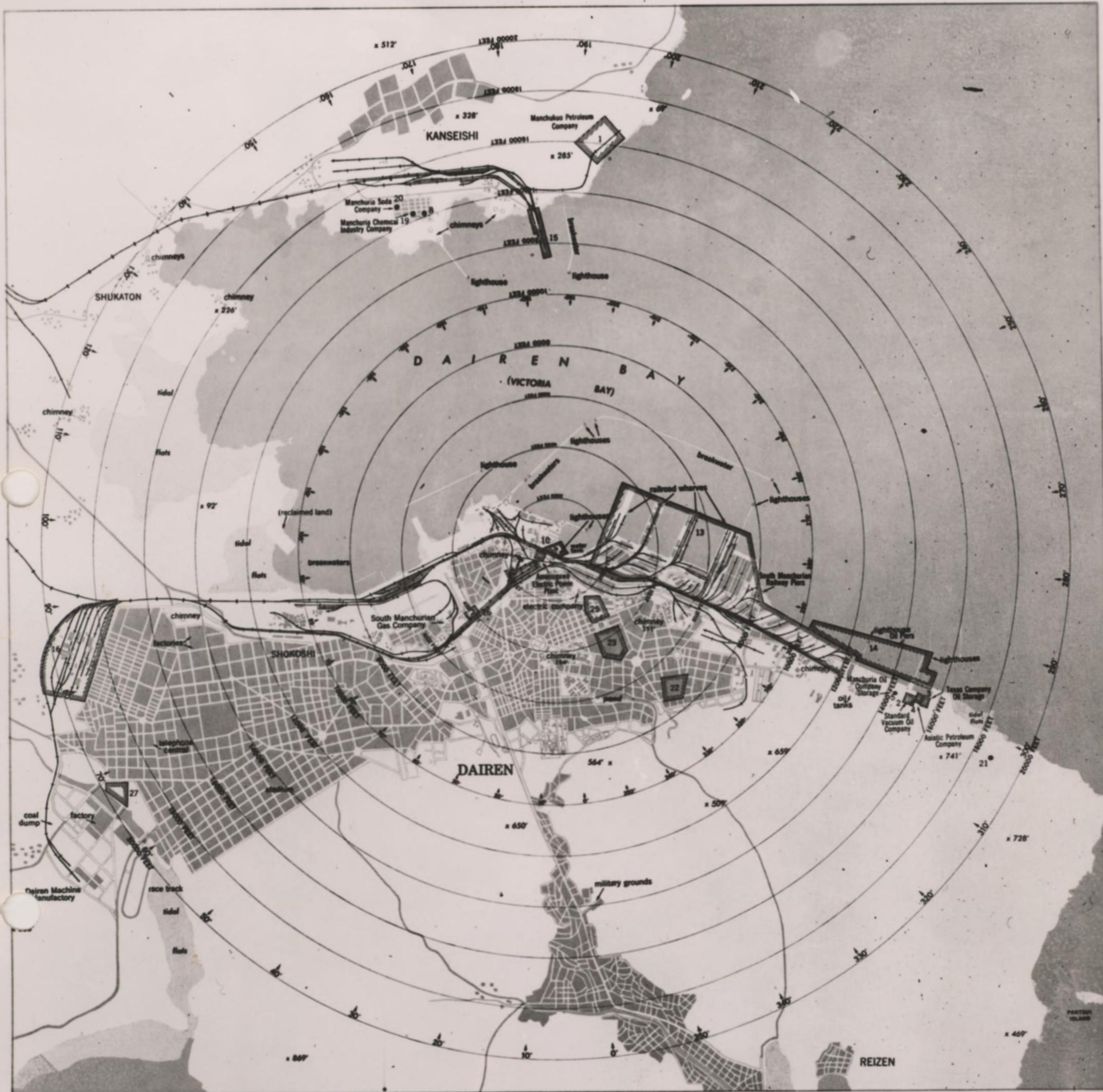
Authority NND 760063

By AB NARA Date 10/11/05

DAIREN AREA

AAF TARGET CHART MANCHURIA NO. 10

U. S. RESTRICTED  
 Equals British RESTRICTED



AAF TC 93.5-10

TARGET NUMBER	TARGET DESCRIPTION	TARGET ELEVATION
TARGETS LYING WITHIN 4 MILES OF CENTER OF COAST		
10	Manchuria Dockyard Company	50'
1	Manchurian Petroleum Company	50'
2	Standard Vacuum Oil Company	50'
3	Texas Company Oil Storage	50'
4	Asiatic Petroleum Company	50'
5	Manchuria Oil Company Storage	50'
8	Steam Power Plant at Kanseishi	50'
9	Amnagawa Electric Power Plant	50'
13	South Manchurian Railway Piers	50'
14	Oil Piers	50'
15	Coal Pier	50'
16	South Manchurian Railway Workshops	100'
19	Manchuria Chemical Industry Company	50'
20	Manchuria Soda Company	50'
21	Explosive Storage	400'
22	Military Stores	100'
23	Army Barracks and Storehouses	100'
25	Army Barracks and Storehouses	100'
26	Railroad Station	100'
27	Electric Power Station	50'



THIS CHART IS PREPARED FOR USE IN DAYLIGHT, UNDER WHITE, ULTRA-VIOLET, RED, AND AMBER LIGHT.

LEGEND

- Primary Highway
- Secondary Highway
- Single Track Railroad
- Double Track Railroad
- Electric Railroad
- Power Lines

Elevations in Feet

- 50' Center Target Elevation
- 800' Highest Known Elevation

SCALE 1:10,000

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32.75  
 FEBRUARY 1944  
 (REVISED EDITION)

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AAF TC MANCHURIA  
 NO. 93.5-10

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 By AB NARA Date 10/11/05



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Authority NND 760063

By AB NARA Date 10/11/05

SINSIANG AREA      RADAR APPROACH CHART CHINA      CHART NO. C-2 RESTRICTED



12-70      PREPARED BY  
TARGET UNIT - INTELLIGENCE SECTION  
XX BOMBER COMMAND      RESTRICTED  
AUGUST, 1944

“SECRET”

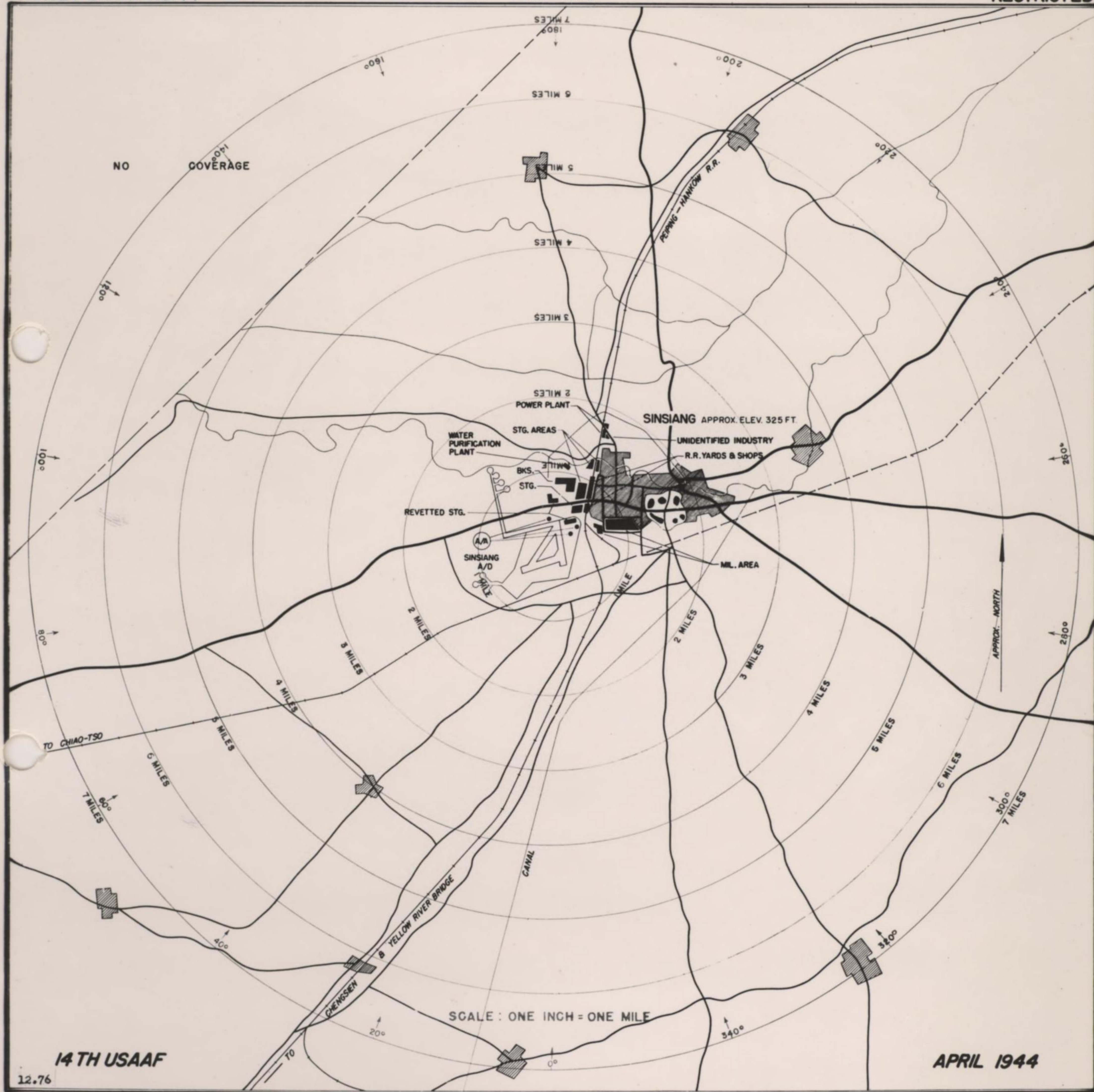
“SECRET”

TARGET CHART NO. 77

# SINSIANG

3517N - 11356E

RESTRICTED

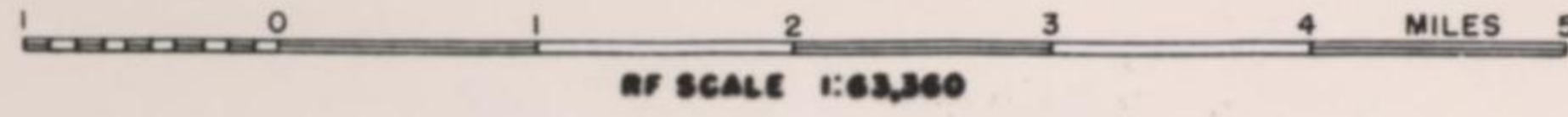


14TH USAAF  
12.76

APRIL 1944

COMPILED FROM TRI-METROGON PHOTOGRAPHS BY PHOTOGRAMMETRY SECTION 21 ST PHOTO RCN SQ

TARGETS FROM 18 TH A.L.B.  
REPRODUCED BY 453 ENGR. BN



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ON COMBAT MISSION

TOP SECRET  
Auth: CG, XX BC  
Initials:             
Date: 27 Aug 44

TARGET NO. 29

OBJECTIVE FOLDER NO. 93.3

TARGET DATA

1. OBJECTIVE:

SHOWA STEEL WORKS, ANSHAN, MANCHURIA.

2. COORDINATES AND ELEVATION:

Latitude: 41° 03' N  
Longitude: 122° 58' E  
Elevation: 130 feet.

3. LOCATION AND IDENTIFIABLE FEATURES:

ANSHAN lies 48 miles southwest of MUKDEN on the southeastern edge of the great central rolling plain of MANCHURIA. This plain reaches from LIAOTUNG BAY--gateway to the YELLOW SEA--on the south to the AMUR RIVER valley on the north. On the east it is bounded by the CHANGPAI Mountains similar in height and vegetation to the APPALACHIANS. On the west the great HSINGAN Mountains extend from the AMUR RIVER south to the GREAT WALL where their peaks occasionally approach 7,000 feet. The Central Plain is drained in the north by the SUNGARI RIVER system and in the south by LIAO RIVER and its many tributaries.

To the north, west and southwest of ANSHAN the country is lowlying and featureless. The elevation of the target is only 130 feet but immediately to the east and southeast the terrain becomes hilly with the highest elevation (2,949 feet) about 12 miles southeast of town.

Three large rivers, the TAI-TSE, HUN and LIAO flow southwestward by ANSHAN to LIAO BAY 55 miles away. The TAI-TSE RIVER flows in from the east and circles ANSHAN about 16 miles to the north and west.

There are numerous roads in the area and they ought to be distinct since the country is mostly open grass land. The main highway parallels the DAIREN and MUKDEN South MANCHURIA main railroad line that runs southwest-northeast thru ANSHAN. This railroad is the only double track line in the vicinity. The railroad station is

-1-

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**SECRET**

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**SECRET** 5-2-46  
By Authority of  
C. G. AAF, by  
*Lay Baker*  
Lieut. Colonel, Capt. A. C.

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Authority NND 760063

By AB NARA Date 10/11/05

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**SECRET.**

located about half way through town on the east side of the tracks. The town east of the tracks is JAPANESE, the one west of the tracks is CHINESE.

The SHOWA STEEL WORKS is on the north edge of ANSHAN and the railroad extends along its eastern boundary. The south boundary of the plant is formed by a narrow canal which also is the north boundary of the CHINESE town. The plant is bounded on the west by a highway west of which is more or less open land. The north boundary of the plant is the HSLAO-SHA RIVER which runs generally east-southeast--west-northwest.

This large well integrated plant contains all the features of a large iron and steel works including concentrating plants on the south, nine blast furnaces in the central and west-central portions, Open Hearth Furnaces and Rolling and Bar Mills just north of the blast furnaces, a large slag dump, scrap iron and coal storage area in the north and north east portions, and a large coking plant and coke by-products plant in the east-central portion.

The coke plant covers an area approximately 800' x 2,300' and lies parallel to and about 1,000' west of the DAIREN-MUKDEN RAILROAD. It is bounded on the north by a calcining plant, on the west by the coke by-products plant, on the south by a railroad spur jutting at right angles to the main line, and on the east by rail sidings, warehouses and large coal handling facilities. The coke plant consists of four banks of coke ovens one each on the north and south extremities of the area and two lying parallel in the central portion of the area. The batteries average about 850' - 900' in length by 55' - 60' in width. Characteristic features of the coke ovens are their long narrow structure, the relatively large coaling towers on top of the batteries and the many conveyors used to service the batteries with coal and to handle the coke.

What should be an excellent check point is a roughly triangularly shaped small forested hill with a water tank or tower on top located about 2,000' due south of the coke oven area. The north point of this triangularly shaped area points almost directly to the central batteries.

Other good check points should be the large gas holder and water cooling towers located about 1,800' - 2,000' west of the central of the coke oven area and just north of the blast furnaces.

4. IMPORTANCE:

The ANSHAN Coke Plant of the SHOWA STEEL WORKS is a target of vital importance. This plant comprises 16 batteries with a total of 740 ovens and produced, prior to the recent XX Bomber Command mission,

-2-

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*Ray L. Baker*  
Baker, Capt. A. C.

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By AB NARA Date 10/11/05

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**SECRET**

approximately 2,575,000 metric tons of metallurgical coke annually. Examination of the post-mission photo cover reveals that two Otto type batteries of 46 ovens each, with a combined yearly production of 386,000 metric tons, were destroyed by the B-29 attack. While four of the other batteries suffered near misses, it can not be claimed with certainty that they are more than temporarily out of operation, even though some of the coal-handling equipment and a portion of the by-products plant were destroyed.

It is believed therefore, that the 14 batteries not hit are now, or soon will be, able to produce at the rate of 2,189,000 metric tons of metallurgical coke a year, or 23% of the JAPANESE total. This quantity is more than sufficient to sustain SHOWA'S annual output of 1,875,000 metric tons of pig iron, 1,050,000 metric tons of steel ingot, and 635,000 metric tons of rolled steel products, or approximately 15%, 8%, and 6% respectively of the totals for JAPAN. The coke not required at SHOWA, amounting to about 300,000 metric tons, is employed within the Inner Zone, chiefly in the manufacture of synthetic oil, chemicals, and pig iron.

Completion of the destruction of the ANSHAN Coke Plant would deprive JAPAN of the iron and steel products of the SHOWA STEEL WORKS as no coke is available from other sources to sustain the operations of these works. An absolute minimum of a year will be required to rebuild the ovens at ANSHAN. In the meantime JAPAN'S highly important shipbuilding, munitions, and railroad equipment industries will suffer from a growing shortage of steel.

5. AIMING POINT AND BOMB REQUIREMENTS:

- a. The <sup>suggested</sup> aiming point is at the base of the northern coaling tower on the eastern coke oven battery of the central pair and is indicated by the letter "A" on XX Bomber Command Target Chart No. 13A (Target No. 93.3-29).
- b. The 500# GP AN-M64 bomb fused 0.10 second nose and 0.025 second tail should be adequate in size.
- c. On the basis of one hit every 10,000 sq ft 184 hits would be required.
- d. The number of bombs that must be sighted and released on the AP in order to obtain an 85% assurance of success are as follows:

1000' Cep = 800 Bombs  
1500' Cep = 1320 Bombs

AUGUST 1944

TARGET UNIT, INTELLIGENCE SECTION  
XX BOMBER COMMAND

-3-

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**SECRET**

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**SECRET** 5-2-46 By Authority of

C. G. AAR, by

*W. J. Baker*  
Major, Capt. A. C.

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Authority NND 760063  
By AB NARA Date 10/11/05



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TOP SECRET  
Auth: CG, XX BC  
Initials: [initials]  
Date: 27 Aug 44

TARGET NO. 13  
OBJECTIVE FOLDER NO. 93.5

TARGET DATA

1. OBJECTIVE:

HARBOR FACILITIES, DAIREN, MANCHURIA.

2. COORDINATES AND ELEVATION:

Latitude: 38° 56' N  
Longitude: 121° 39' E  
Elevation: Approximately sea level.

3. LOCATION AND IDENTIFIABLE FEATURES:

DAIREN is located on the southeastern coast of LIAOTUNG PENINSULA. It is approximately 30 miles northeast of the tip of the peninsula where DAIREN BAY on the southeast and KINSHU BAY on the northwest restrict the peninsula to a width of only five miles. The surrounding terrain is fairly rugged but with no peaks rising above 1,000 to 1,500 feet.

The South MANCHURIAN RAILWAY PIERS are located on the south side of DAIREN BAY and the piers together with the associated breakwaters form the most conspicuous landmark of the entire waterfront. There are four large piers averaging approximately 350' - 400' in width which jut out into the Bay in a north-northeast direction. The distance laterally between the piers is approximately 1,000'. The piers are 2,000' long and form a berthing space of 17,900 feet. About 80 warehouses are known to exist on the piers and immediate harbor front just south and east giving a total capacity of about 340,000 tons and a yearly capacity of about 10 million tons. Railway lines run along the shore south of the piers and numerous sidings serve the piers and warehouses along the waterfront.

Four breakwaters combine to form a rough rectangle enclosing the piers on the north, east and west sides. Approximately 2,200' directly north of the piers is an 8,000' breakwater, paralleling the waterfront,

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Authority of  
C. G.  
*Ray L Baker*  
Capt. A. C.

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**SECRET.**

with a pronounced shoreward curve on the west end. Two smaller breakwaters one about 500' and the other 1,500', jut out from shore on the west end and another of about 1,000' jutting from the east side of the eastermost pier completes the rectangle. There are two entrances for ships on the west side of the breakwater rectangle and one on the east side.

4. IMPORTANCE:

DAIREN is the finest mainland port north of SHANGHAI and is also MANCHURIA'S principal harbor, and the terminus of the double-tracked mainline railroad from HARBIN and MUKDEN. Much of the material wealth that JAPAN is extracting from MANCHURIA is exported thru DAIREN. Although the enemy is diverting substantial tonnages to the rail route down the KOREAN PENINSULA and thence by steamer across the narrow TSUSHIMA STRAITS to JAPAN, recent photo cover of DAIREN (incomplete and partially obscured by cloud) reveals considerable activity in the harbor.

It is estimated that in the neighborhood of 3,600,000 metric tons of commodities are shipped annually from DAIREN to JAPAN. The cargoes are mainly composed of coke, non-coking coal, fertilizer, iron ore, pig iron, and salt. Their removal will require the presence in DAIREN HARBOR of from 10 to 15 ships of 5,000 tons (deadweight) at any one time, plus numerous miscellaneous small vessels. JAPAN is known to be facing a critical shortage of shipping and each vessel that she loses now represents a definite weakening of her military and economic strength. Destruction of piers and loading facilities will increase turn-around time, thus delaying the flow of supplies and exposing ships to potential air attack for longer periods of time.

AUGUST 1944

TARGET UNIT, INTELLIGENCE SECTION  
XX BOMBER COMMAND

-2-

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**SECRET** 5-2-46 By Authority of  
C. G. AAR, Dy *W. G. Baker*  
1 *W. G. Baker*, Capt. A. C.

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By AB NARA Date 10/11/05

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TOP SECRET  
Auth: CG, XX BC  
Initials: JAO  
Date: 27 Aug 44

TARGET NO. C  
OBJECTIVE FOLDER NO. 83.10

TARGET DATA

1. OBJECTIVE:

RAILROAD YARDS, SINSIANG, CHINA.

2. COORDINATES AND ELEVATION:

Latitude: 35° 17' N  
Longitude: 113° 56' E  
Elevation: 325 feet.

3. LOCATION AND IDENTIFIABLE FEATURES:

SINSIANG is located on the WEI RIVER and on the PEKING-HANKOW RAILROAD 25 miles north of the YELLOW RIVER and 250 miles inland from the YELLOW SEA. SINSIANG proper is an old walled city located just south of the WEI RIVER which runs approximately east--west. The city has grown to nearly twice the original size largely to the west and to some extent to the north and east. The city contains several military areas in addition to a large glass industry, power plant, water purification plant and several light industrial areas. Extensive warehousing facilities are observed in the city, notably near the railroad yards.

The SINSIANG RAILROAD YARDS are located 0.8 miles west-northwest of the old walled city and 0.8 miles northeast of a first class military airdrome containing three runways, two dispersal areas, a servicing area, and barracks and administration buildings. The runways form a triangle and are well surfaced but unpaved.

The railroad yards, running north-northeast--south-southwest, are 4,000' long and approximately 15 tracks wide, excluding the railroad repair yard. Three tracks enter the yards from the south, each over an individual 80' bridge. One track is the PEKING-HANKOW RAILROAD, one is the CHIAO-TSO line which approaches the vicinity of SINSIANG from the west-southwest along the south boundary of the airdrome; the other line is the spur to a coal yard within a nearby military headquarters. The single track from the north (PEKING-HANKOW RAILROAD) enters the yards over a 220' bridge. A station

-1-

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**SECRET.**

**SECRET** classification changed to  
5-2-46  
By Authority of  
CG-AG-AAF, by  
*Ray G. Baker*  
Ray G. Baker, Capt. A. C.

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By AB NARA Date 10/11/05

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**SECRET.**

150' x 30' is located along the east side and northeast of the center of the railroad yards.

A repair yard for locomotives and rolling stock is located along the west side of the main railroad yards. It measures 1,000' long and approximately six tracks wide. Facilities include a large repair shop 135' x 75', one 50' turntable and six miscellaneous buildings.

4. IMPORTANCE:

The SINSIANG RAILROAD YARDS represent one of the potential bottlenecks to the flow of JAPANESE troops and military supplies along the PEKING-HANKOW RAILROAD. Photo reconnaissance has revealed considerable and increasing traffic in these yards. The target area includes repair shops of use to the enemy and is surrounded by a number of large warehouses for the storage of military supplies. Attack on the SINSIANG RAILROAD YARDS would temporarily halt traffic on the PEKING-HANKOW RAILROAD and would undoubtedly bring about the incidental destruction of supplies stored in the immediate vicinity.

AUGUST 1944

TARGET UNIT, INTELLIGENCE SECTION  
XX BOMBER COMMAND

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5-2-46

By Authority of

C. G. AAF, by

*Ray G. Baker*  
Ray G. Baker, Capt. A. C.

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TOP SECRET  
Auth: CG XX BC  
Initials: LMC  
Date: 28 Aug 44  
: : : : : : : : : :

NOT TO BE TAKEN INTO THE AIR  
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ANNEX NO. 4 TO FIELD ORDERS NUMBER 8, XX BOMB COMD

SIGNAL INSTRUCTIONS

1. During the movement to and the return from the Advance Bases, Communications will be normal, as for Transport operations.

2. Communications at the Command Post will be operated in accordance with XX Bomber Command 100- series Memoranda, and current SOI, except as noted below:

a. The Forward Area Aircraft Control Center will guard and transmit on the following frequencies:

- 12115 kcs (A-1 emission - call sign 5X5).
- 8595 kcs (A-1 emission - call sign 5X5).
- 8495 kcs (A-1 emission - call sign 5X5).
- 8310 kcs (A-1 emission - call sign 5X5).
- 8280 kcs (A-1 emission - call sign 5X5).
- 8260 kcs (A-1 emission - call sign 5X5).
- 5530 kcs (A-1 emission - call sign 5X5).
- 6800 kcs (A-3 emission - call sign SUGAR QUEEN).
- 5945 kcs (A-3 emission - call sign SUGAR QUEEN).
- 5588 kcs (A-3 emission - call sign SUGAR QUEEN)

b. For CW contact with the Forward Area Aircraft Control Center, the following frequency assignments are made to the Groups:

-1-

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**SECRET.**

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**SECRET** 5-2-46 By Authority of

C. G. AAF, by

*Lay L Baker*  
Baker, Capt. A. C.

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8545 kcs to the 40th Bomb Group.  
8495 kcs to the 444th Bomb Group.  
8310 kcs to the 462nd Bomb Group.  
8260 kcs to the 468th Bomb Group.  
12115 kcs as alternate for all Groups.  
8280 kcs as alternate for all Groups.  
5530 kcs as alternate for all Groups.

c. For voice contact with the Forward Area Aircraft Control Center, the following frequency assignments are made to the Groups:

5945 kcs to the 444th and 468th Bomb Groups.  
6800 kcs to the 40th and 462nd Bomb Groups  
5588 kcs as an alternate for all Groups.

d. During the strike mission, communications will be conducted in accordance with Section VIII - Communications - 26 August 1944, Current Tactical Doctrine.

e. The following code words are assigned for takeoff and landing reports:

(1) 40th Bomb Group:

O M N I G R A P H S  
1 2 3 4 5 6 7 8 9 0

(2) 444th Bomb Group:

P H L E G M A T I C  
1 2 3 4 5 6 7 8 9 0

(3) 462nd Bomb Group:

R H A P S O D I Z E  
1 2 3 4 5 6 7 8 9 0

-2-

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~~SECRET~~ 5-2-46 By Authority of  
C. G. AAF, by *Ray G. Baker*  
Ray G. Baker, Capt. A. C.

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By AB NARA Date 10/11/05

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**SECRET.**

(4) 468th Bomb Group:

P R E D A C I O U S

1 2 3 4 5 6 7 8 9 0

3. False Grid No. 5 will be in effect.
4. Airplane Commanders are cautioned not to rely on Japanese broadcast stations as a navigational aid.
5. Signal Supply, no change.
6. Index 1-13 to SOI will be effective.

By command of BRIGADIER GENERAL SAUNDERS:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Kenneth M. Conseth*  
KENNETH M. CONSETH  
Lt Colonel, Signal Corps  
Chief, Communications Section.

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~~TOP SECRET~~  
**SECRET.**

Classification Changed to  
**SECRET** 5-2-46 By Authority of  
C. G. AAB, by *Lay H. Baker*  
1. . . . . Baker, Capt. A. C.

~~SECRET~~  
**SECRET.**

. . . . .  
. TOP SECRET .  
. AUTH: CG, XX BC .  
. INITIALS: *[initials]* .  
. DATE: 28 AUG. 44. .  
. . . . .

NOT TO BE TAKEN INTO THE AIR ON  
COMBAT MISSION

ANNEX NO. 5 TO FIELD ORDERS NO. 8, XX BOMB COID  
RCM INSTRUCTIONS

1. A. The 40th Bombardment Group will furnish three (3)  
RCM equipped A/C each with one RCM Observer.

- (1) One (1) A/C, using the D/F antenna if available will search the following bands:  
70-110 Mc from take off to the parrallel of latitude 34 degrees north, and from the parallel of latitude 34 degrees north to landing;  
175-210 Mc from the parallel of latitude 34 degrees north to the target and return to the parallel of latitude 34 degrees north.
- (2) Two (2) A/C will search the 300-1000 Mc band from take off to target and return.

B. The 444th Bombardment Group will furnish three (3)  
RCM equipped A/C, each with one RCM Observer.

- (1) One (1) A/C, using the D/F antenna if available, will search the following bands: 70-110 Mc from take off to the parallel of latitude 34 degrees north, and from the parallel of latitude 34 degrees north to landing; 175-210 Mc from the parallel of latitude 34 degrees north to the target and return to the parallel of latitude 34 degrees north.
- (2) Two (2) A/C will search the 1000-3300 Mc band from take off to target and return.

C. The 462nd Bombardment Group will furnish three (3)  
RCM equipped A/C, each with one RCM Observer.

- (1) Two (2) A/C, using the D/F antenna if available, will search the 70-110 Mc band from take off to target and return.
- (2) One (1) A/C will search the 75-330 Mc band from take off to target and return.

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By Authority of  
C. G. AAF, D.  
*Ray G. Baker*  
Ray G. Baker, Capt. A. C.

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By AB NARA Date 10/11/05



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D. The 468th Bombardment Group will furnish three (3) RCM equipped A/C, each with one RCM Observer.

(1) Two (2) A/C, using the D/F antenna if available, will search the 70-110 Mc band from take off to target and return.

(2) One (1) A/C will search the 75-330 Mc band from take off to target and return.

2. A. For enemy stations expected enroute to the target refer to RCM Report, Combat Mission No. 4, dated 8 August 1944.

B. The following stations are also suspected:

MK IV Model 3 SL & AA, 200 Mc 2000 PRF 3 or 5 Usec  
MK II Model 2, 3000 Mc 2500 P RF 6 Usec

3. Secure the following data on enemy radar transmissions:

Frequency  
PRF  
Pulse Length  
Location of Interception (latitude, longitude)  
Additional pertinent information.

By Command of BRIGADIER GENERAL SAUNDERS:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Kenneth M. Gonseth*  
KENNETH M. GONSETH  
Lt. Colonel, Signal Corps  
Chief, Communications Section

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G. G. Ans, D.

*Ray L. Baker*  
BAKER, Capt. A. C.

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Authority NND 760063

By AB NARA Date 10/11/05

OCT 12 1944



HEADQUARTERS  
TWENTIETH AIR FORCE  
ADJUTANT GENERAL

6154

RECEIVED

11 OCT 1944

11 OCT 1944

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By AB NARA Date 10/11/05

