

C O N F I D E N T I A L

or 15.4 percent is structural* and 125,700 sq. ft. or 6.2 percent is superficial*.

Severe structural damage was sustained by No. 1 transit shed in a previous attack. Severe structural damage resulted from this attack to Nos. 1 and 2 storerooms, Nos. 2 and 3 transit sheds, the boat house, the saw mill and lumber store, the electrical workshop, the air compressor house, No. 1 generating station, the gun shop, and the construction and engineering blocks. In addition numerous smaller buildings sustained damage.

Railroad and traveling crane tracks show twelve bomb hits. Two bombs falling just west of the No. 1 drydock appear to have chipped off approximately 100 feet of the edge of the dock and to have damaged a travelling crane track. Damage to the dock did not impair operating efficiency. Two bombs fell in the trackage of the Plate and Shape Storage area east of the Gun Shop damaging at least six rolling stock and several tracks.

* Structural damage includes damage which involves the replacement of a principal structural or supporting member. Superficial damage covers other types of damage that could be repaired without involving extensive structural replacements.

- REFERENCES:
- (1) AAF Air Objective Folder No. 92.2, Singapore, Malay States.
 - (2) British Inter-Service Topographical Department, Report No. D.R. 877 J.
 - (3) Hydrographic Office, U.S. Navy Chart No. 1205, 15th Edition.

WEIGHT OF ATTACK: 88 Aircraft
193 M-44 1000# GP bombs.
183 M-65 1000# GP bombs.

- PHOTOGRAPHY:
- (1) Strike Photos, 5MB33, 1 February 1945, scale varied, quality variable.
 - (2) XX Bomber Command Mission 4MRL7, 8 November 1944, scale approximately 1:10,000, quality excellent. (Pre-strike).
 - (3) XX Bomber Command Mission 5MRL6, 5 February 1945, scale approximately 1:13,000, quality excellent. (Post-strike).

- ANNEXES:
- (1) Damage Plan with "Before" and "After" photos.
 - (2) Bomb Fall Plot.

DETAILS OF DAMAGE:

Floating Drydock:

At 0209Z just prior to the attack the dock was partially submerged and the vessel therein (460' Engines Aft Cargo) had steam up and was slightly askew. Apparently work was in progress for the vessel to depart the dock. The first formation over scored 4 hits between the bulkheads, one hit on top of the port bulkhead amidships and 2 near misses within 25 feet. The vessel immediately began to burn in the hold just aft of amidships and to list to starboard. By 0211Z the dock had a decided list to starboard quarter with the starboard stern of the bulkhead covered with water for 150 feet of its length and the port bulkhead for 30 feet of its length. A 25 foot diameter of air bubbles 175 feet from end of

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dock and 15' from port bulkhead indicates a hole in the decking. At 0214Z a near miss 20 feet from the port bow is visible as well as a hole approximately 15 feet x 30 feet on top of port bulkhead 450 feet from bow. At 0235Z approximately 50 feet of the stern top of the bulkheads are covered with water. At 0322Z the stern deck received a direct hit and 2 hits within 5 or 6 feet outboard of port and starboard bulkheads.

Reconnaissance a few hours after attack shows the vessel burning furiously in two places. The dock is surrounded by oil and the tops of the bulkheads are under water from stern for 625 feet of its length of 855 feet. Reconnaissance on 5 February 1945, 4 days after the attack, shows vessel upright, dock on even keel but low in the water. The only visible damage above water is the hole amidships of the port bulkhead.

The vessel within the dock as a result of at least one direct hit was set afire and post-strike reconnaissance shows the vessel to have been sunk in the dock. The vessel now is seen with decks awash resting on the bottom of the dock.

West Wall Area:

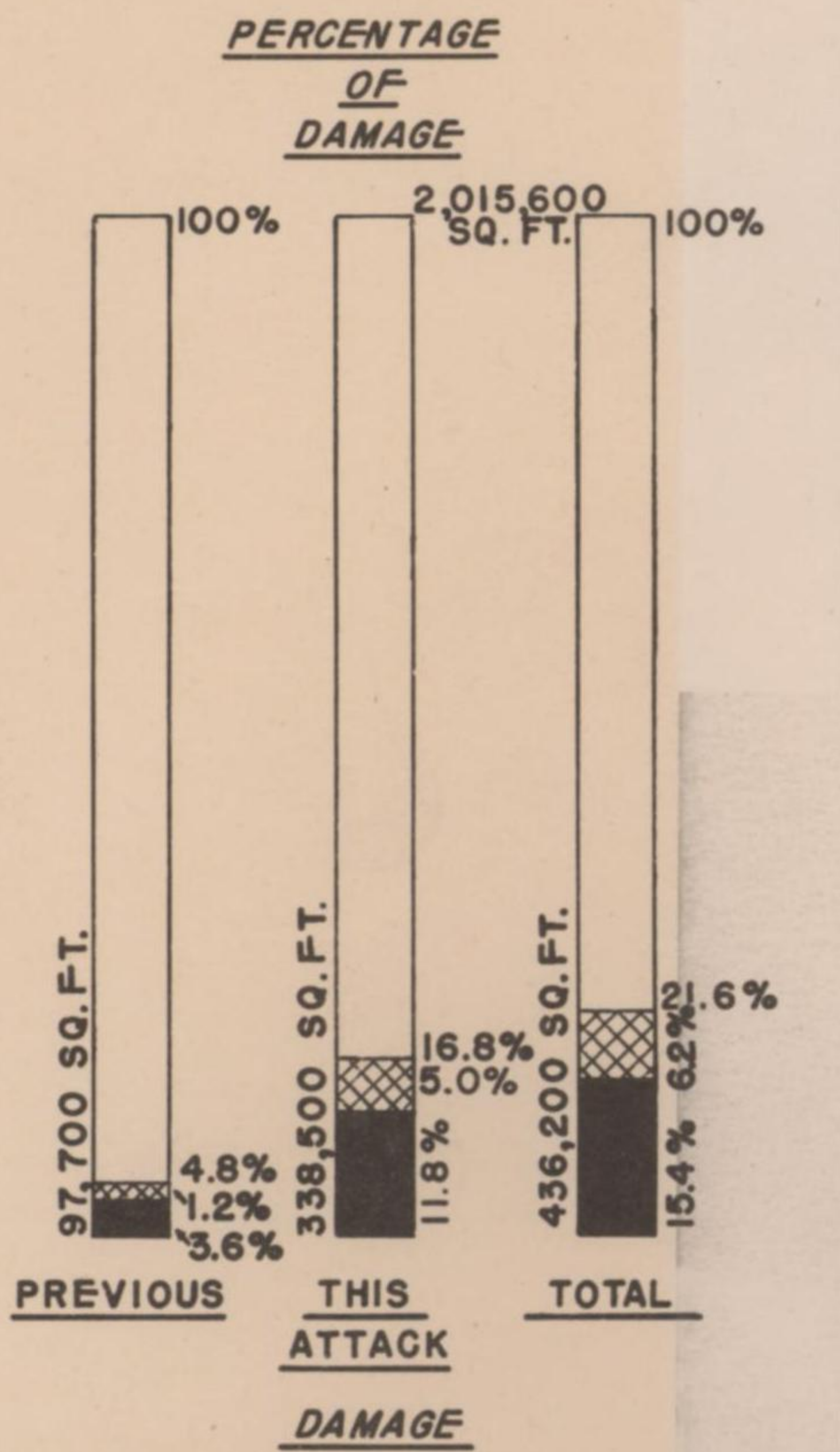
See Annex 1.

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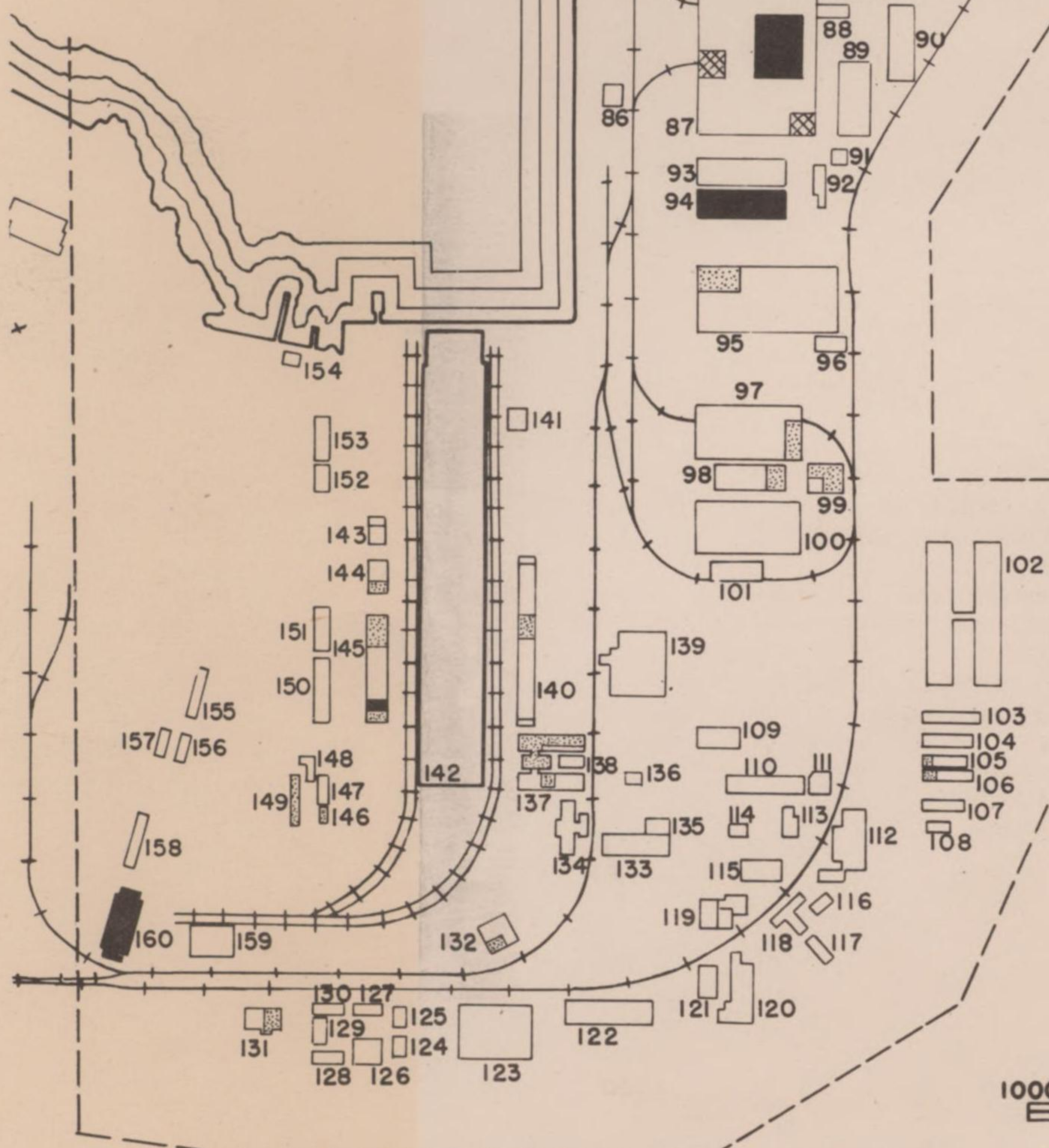
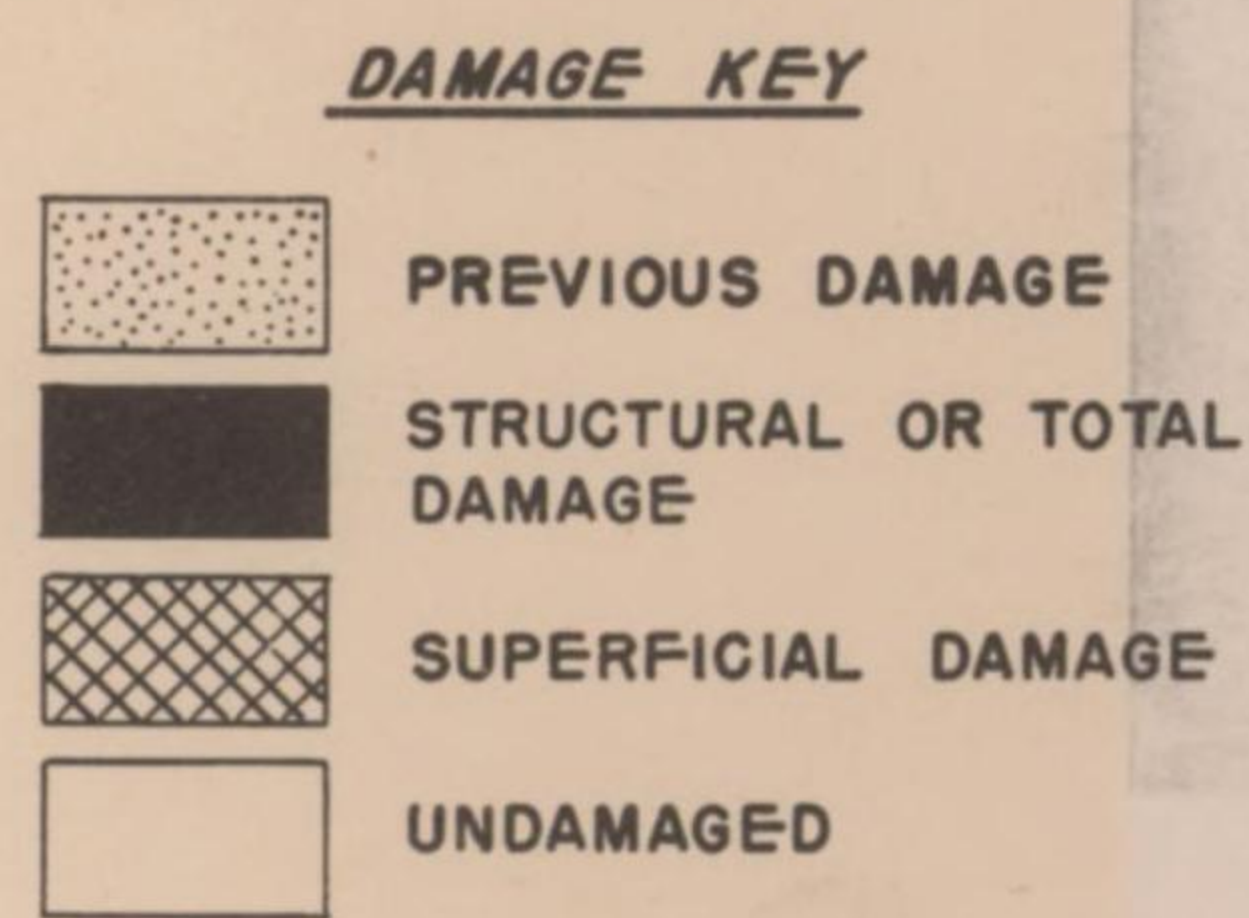
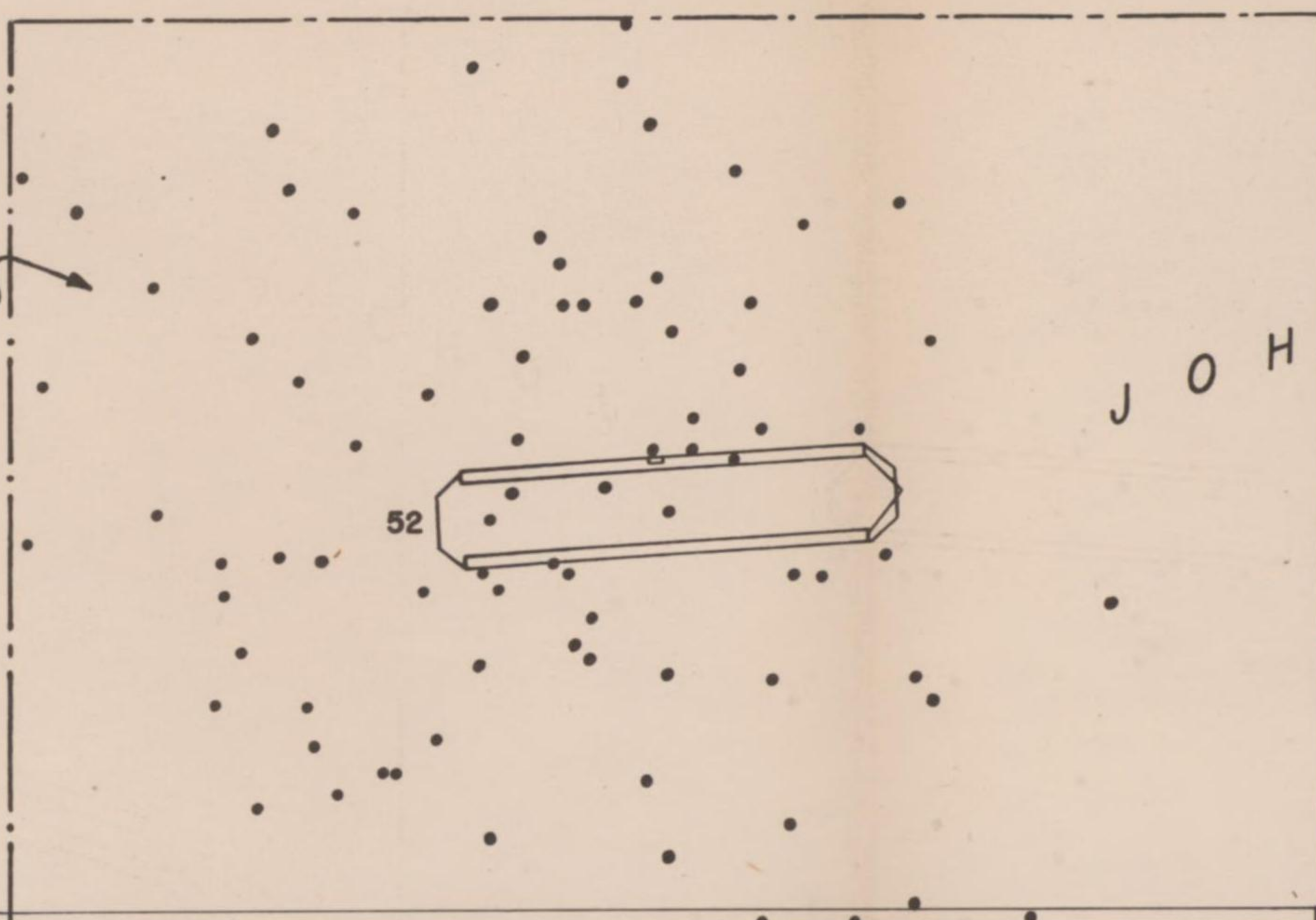
FRANK L. SCOTT, JR
Colonel, Air Corps
Chief, Intelligence Section

PREPARED BY: TARGET UNIT
INTELLIGENCE SECTION

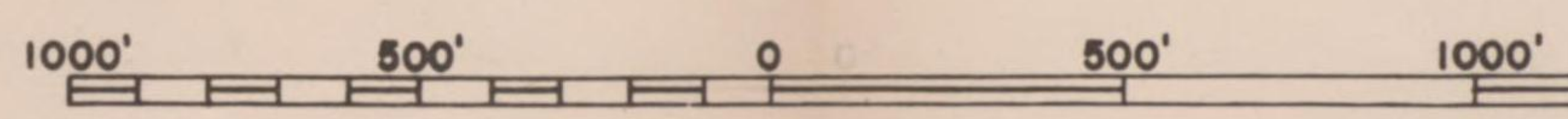
C O N F I D E N T I A L



NOTE: DOTS INDICATE BOMB FALL PLOT AROUND FLOATING DOCK.



- LEGEND**
- 12 - NO. 3 TRANSIT SHED
 - 13 - NO. 3 STORE HOUSE
 - 18 - NO. 2 TRANSIT SHED
 - 19 - NO. 2 STORE HOUSE
 - 22 - NO. 1 TRANSIT SHED
 - 30 - NO. 1 STORE HOUSE
 - 51 - BOAT HOUSE
 - 52 - 50,000 TON FLOATING DRY DOCK (ADMIRALTY FLOATING DOCK IX)
 - 56 - SAW MILLS AND LUMBER STORE
 - 57-58 - SAW MILLS
 - 60 - RIGGERS SHOP
 - 64 - ELECTRICAL WORKS
 - 66 - WORKSHOP
 - 71 - NO. 1 GENERATING S
 - 75 - CONSTRUCTION BLOC
 - 82 - GUN SHOP
 - 85 - AIR COMPRESSOR H
 - 87 - ENGINEERING BLOCK
 - 95 - FOUNDRY
 - 97 - BOILER SHOP
 - 102 - MAIN OFFICES
 - 142 - NO. 1 GRAVING DOCK

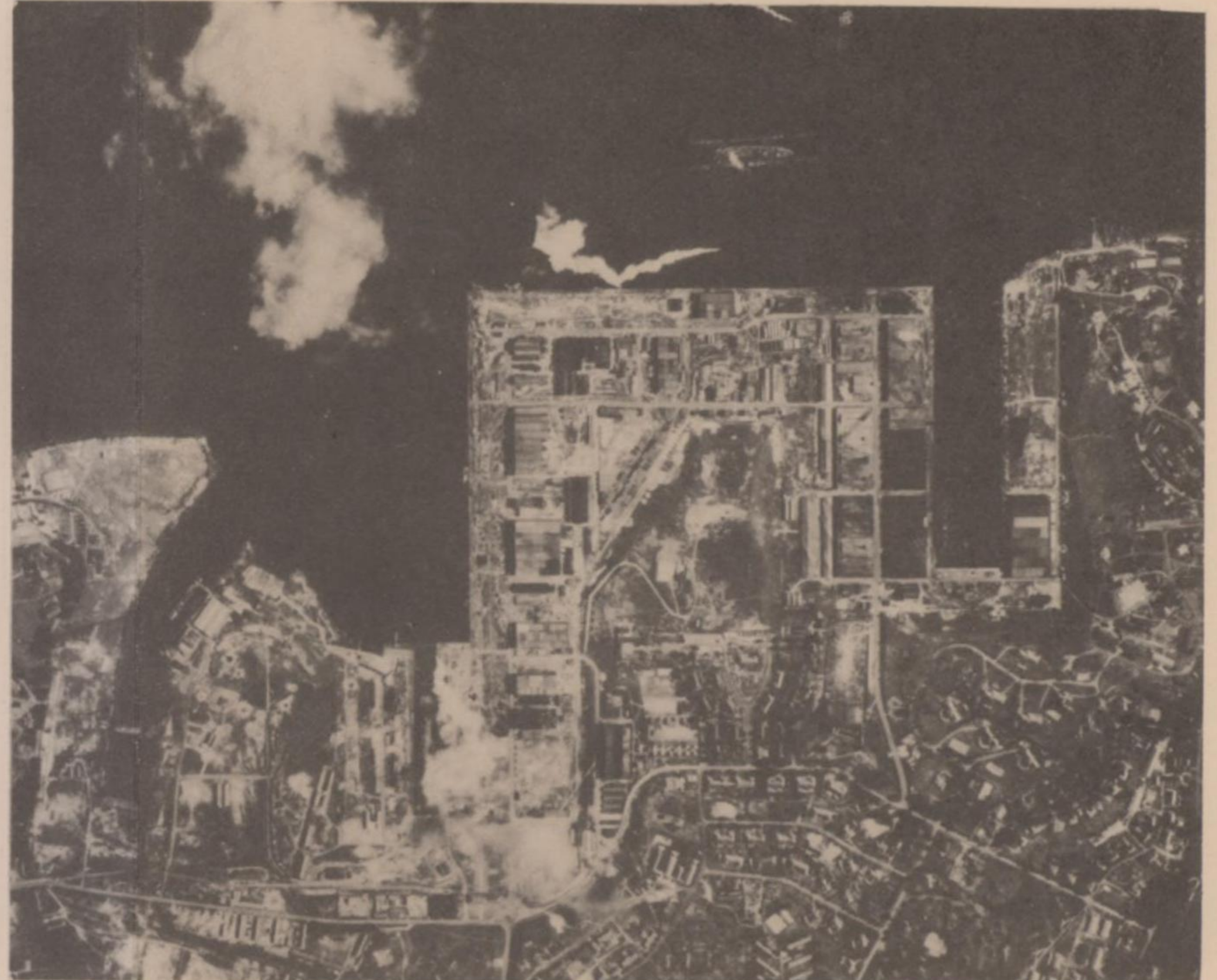


ANNEX I
D.A. REPORT NO.41
SINGAPORE NAVAL BASE AREA

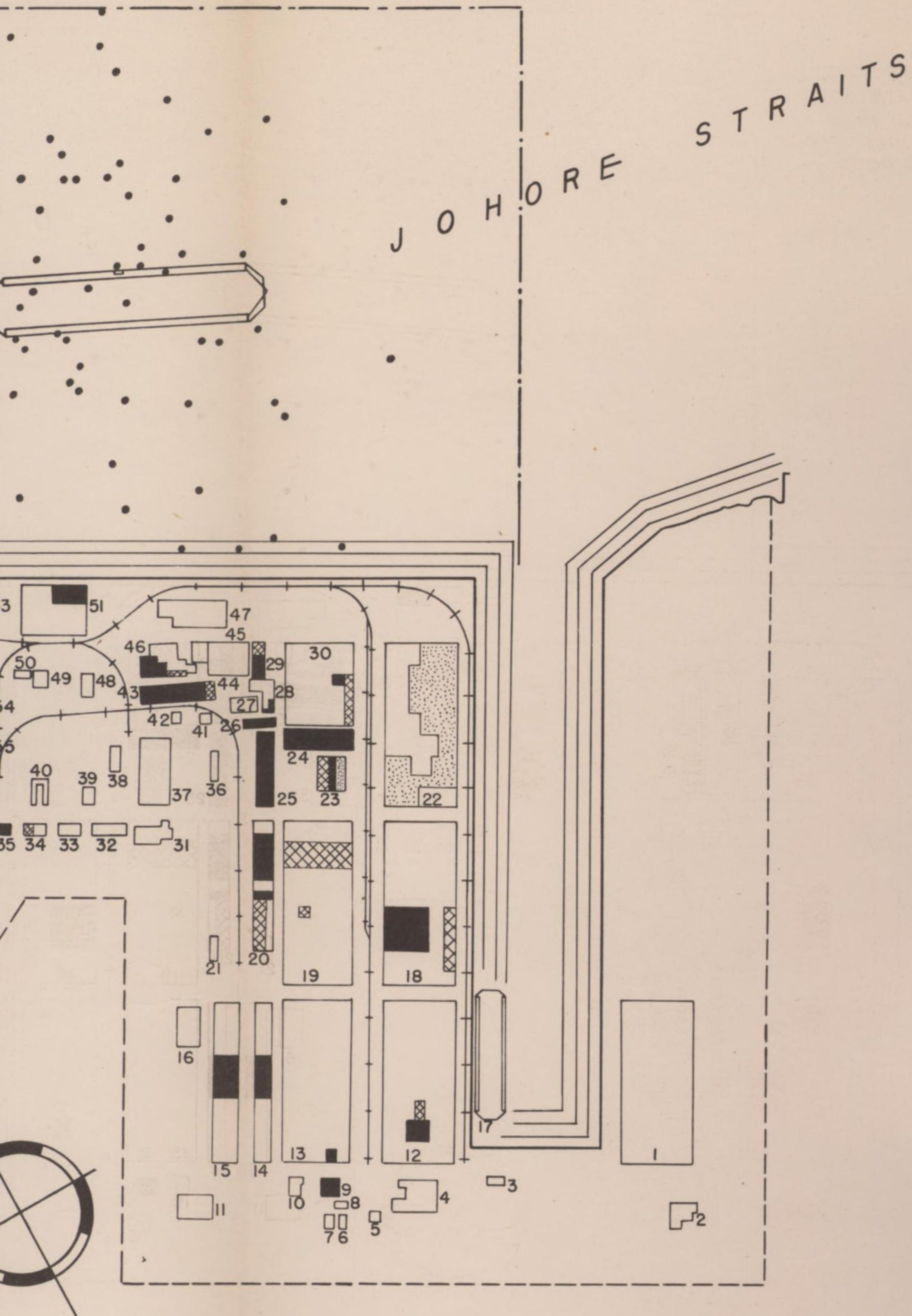
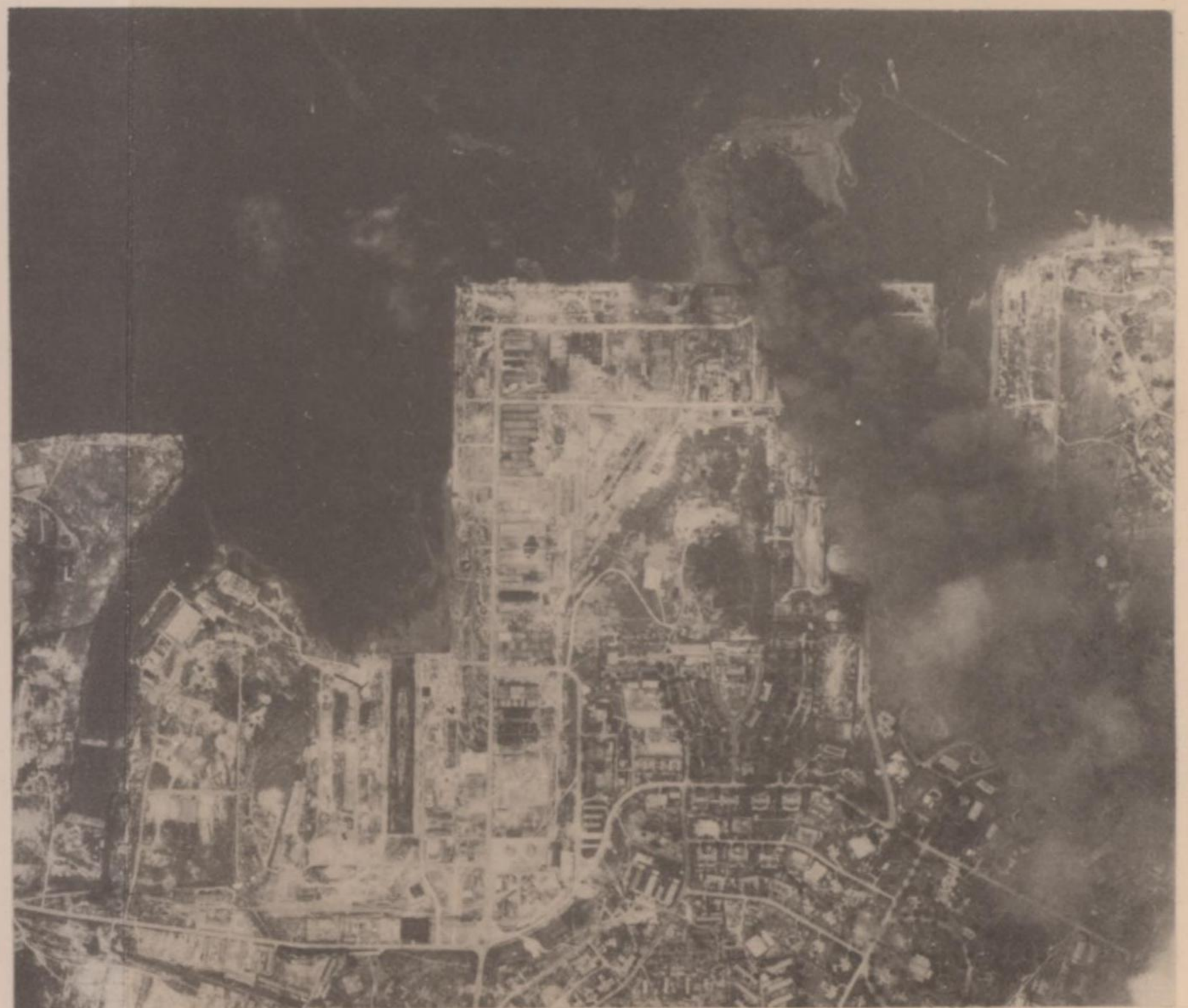
TARGET UNIT, XX B.C.

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BEFORE



AFTER



LEGEND

- | | |
|--|-------------------------------|
| NO. 3 TRANSIT SHED | 60 - RIGGERS SHOP |
| NO. 3 STORE HOUSE | 64 - ELECTRICAL WORKSHOP |
| NO. 2 TRANSIT SHED | 66 - WORKSHOP |
| NO. 2 STORE HOUSE | 71 - NO. 1 GENERATING STATION |
| NO. 1 TRANSIT SHED | 75 - CONSTRUCTION BLOCK |
| NO. 1 STORE HOUSE | 82 - GUN SHOP |
| BOAT HOUSE | 85 - AIR COMPRESSOR HOUSE |
| 50,000 TON FLOATING DRY DOCK
(ADMIRALTY FLOATING DOCK IX) | 87 - ENGINEERING BLOCK |
| SAW MILLS AND LUMBER STORE | 95 - FOUNDRY |
| SAW MILLS | 97 - BOILER SHOP |
| | 102 - MAIN OFFICES |
| | 142 - NO. 1 GRAVING DOCK |

500' 0 500' 1000' 2000'

ANNEX 2
D. A. REPORT NO. 41
SINGAPORE NAVAL BASE AREA



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By *CD* NAPA Date *12/1/88*

S E C R E T

ANNEX

M

CONSOLIDATED MISSION STATISTICAL SUMMARY

* * * * *
* Prepared by: *
* * * * *
* Statistical Control Section *
* * * * *
* XX Bomber Command *
* * * * *

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XX BOMBER COMMAND
 CONSOLIDATED MISSION STATISTICAL SUMMARY
 Mission Number Thirty Three
 1 February 1945

SECRET
 By Authority of the
 Commanding General:

2-14-45 *SK*
 Date Initials

Table I and II - Aircraft Participating *

Group	Mission No.	Field Order No.	** A/C Taking Off	Airborne A/C Failing to Bomb Designated Primary Target								Time Of First Takeoff	Time*** Of Latest Return	Aver. Time of Flight ***	
				Total No.	Percent	Reason								A/C Bombing Primary	Airborne A/C Not Bombing Primary
						Mech.	Pers.	Wea.	Not in Form	Misc.	E/Action				
40th	33	33	28	6	21.4%	5	1					1707Z	1138Z	16:58	11:24
444th	33	33	23	7	25 %	4	2			1		1723Z	1214Z	17:30	13:05
462nd	33	33	28	4	14.3%	4						1730Z	1124Z	16:58	10:07
468th	33	33	29	8	27.6%	3	2	2			1	1740Z	1046Z	16:04	14:32
TOTAL	33	33	113	25	22.1%	16	5	2		1	1	1707Z	1214Z	16:53	12:36

* Mission was run from Rear Area Bases; Tables I and II consolidated because there was no Rear to Forward Area Movement.
 ** Field Order #33 required each group to have 28 aircraft airborne on mission.
 *** Excludes aircraft which landed at other fields.

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XX BOMBER COMMAND
CONSOLIDATED MISSION STATISTICAL SUMMARY
 Mission Number Thirty Three
 1 February 1945

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Table III - Bombing Runs

Group	No. of A/C Bombing	Target Bombed	Time of Release		Altitude of Release		Visual Bomb		Radar Bomb		Blind Bomb		On The Leader			A/C Dropping On	
			Earliest	Latest	Highest	Lowest	A/C Sight- ing For		A/C Sight- ing For		A/C Sight- ing For		Visual	Radar	Blind	AFCE	Manual
							R&D	Range	R&D	Range	R&D	Range					
40th	21	Singapore (A)	0209Z	0232Z	20600	18500	3						18			3	18
	1	Singapore (B)	0258Z	0258Z	20000	20000							1				1
	2	Georgetown	0029Z	0041Z	19000	15000	1		1							2	
	3	Martaban	2339Z	0042Z	19000	18000	3									3	
444th	14	Singapore (A)	0232Z	0248Z	20000	19700	2						12			2	12
	7	Singapore (B)	0242Z	0259Z	20500	19000	1						6			1	6
	5	Georgetown	0024Z	0359Z	20000	18000	4				1					4	1
	1	Martaban	2222Z	2222Z	10000	10000	1										1
462nd	12	Singapore (A)	0239Z	0322Z	19000	18800	2						10			2	10
	12	Singapore (B)	0259Z	0259Z	19000	18800	1						11			1	11
	2	Georgetown	0135Z	0247Z	19000	17000	2									2	
	1	Martaban	0016Z	0016Z	16000	16000	1										1
468th	20	Singapore (A)	0214Z	0251Z	21400	19000	2						18			2	18
	1	Singapore (B)	0259Z	0259Z	19000	19000							1				1
	6	Georgetown	0108Z	0359Z	21300	19400	6									6	
	1	Opportunity	0445Z	0445Z	10600	10600	1									1	
TOTAL	67	Singapore (A)	0209Z	0322Z	21400	18500	9						58			9	58
	21	Singapore (B)	0242Z	0259Z	20500	18800	2						19			2	19
	15	Georgetown	0024Z	0359Z	21300	15000	13		1		1					14	1
	5	Martaban	2222Z	0042Z	19000	10000	5									3	2
	1	Opportunity	0445Z	0445Z	10600	10600	1									1	

Primary Target - (A) Floating Dry Dock, Singapore, alternate primary (B) Dry Dock and West Wall Area, Singapore Naval Base.
 Secondary Target - Georgetown
 Last Resort Target - Martaban

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Table IV - Bomb Loading & Disposal

Group	* Type of Bombs	Bomb Loading on A/C Airborne in R.A.				On Targets					Bomb Disposal		
		Fusing		Average No. Loaded	Total Loaded	Singapore A	Singapore B	George-town	Martaban	Oppor-tunity	Jettisoned	Returned	Unknown
		Nose	Tail										
40th	M-44 1000# GP	.1	.025	4.0	112	84	4	7	12		1	4	
444th	M-65 1000# GP	.1	.025	4.7	132	66	33	23	4		6		
462nd	M-44 1000# GP	.1	.025	4.4	124	52	53	9	5		5		
468th	M-65 1000# GP	.1	.025	4.0	116	80	4	24		4	4		
TOTAL	M-44 & M-65 1000# GP	.1	.025	4.3	484	282	94	63	21	4	16	4	

* 1000# GP - AN-M 65 - Actual weight 1019.4 pounds.
 AN-M 44 - Actual weight 1018.4 pounds.

NOTE: Bomb weight information supplied by Ordnance Section, XX Bomber Command.

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XX BOMBER COMMAND
CONSOLIDATED MISSION STATISTICAL SUMMARY
Mission Number Thirty Three
1 February 1945

Table V - Aircraft Lost and Damaged

Aircraft Lost

<u>Group</u>	<u>Serial Number</u>	<u>Combat</u>	<u>Operational</u>	<u>Explanation</u>
40th	24589	X		Hit by enemy fighters after bombs away. Fire started between #3 and #4 engines. Presumed to have ditched near Primary Target.
444th	24736	X		Crashed on landing at home base with #1 engine shot out by flak and prop governor on #2 engine stuck at 2000 revolutions per minute.
462nd	None			
468th	None			
TOTAL		2		

Aircraft Damaged

Major Damage

<u>Group</u>	<u>Serial Number</u>	<u>E/A</u>	<u>A/A</u>	<u>Own Guns</u>	<u>Other</u>	<u>Explanation</u>
40th	63396	X				Bullet entered leading edge of right wing, also forward bomb bay doing severe damage to elevator cables, trim tab pulleys and cable; and severed leads to marker beacon receiver.
444th	None					
462nd	None					
468th	24714	X				#1 prop, #4 nacelle, and tail gun sight.
	65275		X			Radar compartment and vertical fin.
TOTAL		2	1			

Minor Damage

<u>Group</u>	<u>Serial Number</u>	<u>E/A</u>	<u>A/A</u>	<u>Own Guns</u>	<u>Other</u>	<u>Explanation</u>
40th	63498	X				Bullet hole in top rear left wing.
	24740				X	L. Edge left O.B.Wing. Hole from shell case.
	24804	X				Bullet hit the flight hood of #2 engine outboard supercharger. Damaged nozzle box and hit feathering pump. Bullet entered right side of pressurized compartment.
		2			1	

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Table V - Aircraft Lost and Damaged
Minor Damage - cont'd

<u>Group</u>	<u>Serial Number</u>	<u>E/A</u>	<u>A/A</u>	<u>Own Guns</u>	<u>Other</u>	<u>Explanation</u>
444th	24720		X			#1 engine controls, leading edge right outboard wing.
	24464		X			Oil line #2 and Main Spar, #3 fuel cell on #3 fuselage damaged.
	63451		X			#4 engine nacelle and left wing.
			3			
462nd	24711		X			Hole in right gunners blister, gunners sight damaged.
	24590		X			Hole in left outboard wing, and #3 ring cowl.
			2			
468th	63536		X			Moderate sized ragged hole torn in trailing edge of left flap.
	24691	X				Bullet entered left side of trailing edge of rudder. Rear rib severed.
	24719		X			Vertical stabilizer and rudder.
	65227	X				One shell thru dorsal fin.
	24546				X	Rear bomb bay doors damaged. Doors not fully open when bombs were salvoed.
	63530	X				#1 engine, intercooler, supercharger, oil tank, and wires.
		3	2		1	
TOTAL		5	9		2	

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XX BOMBER COMMAND
 CONSOLIDATED MISSION STATISTICAL SUMMARY
 Mission Number Thirty Three
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Table VI - Attacks & Passes by Enemy Aircraft

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	1	1		2	1	1			2	2	1	3
0900	1			2	2	1		2	1	1		1	4	2		5
1000	2	2	1	14	1				1				4	2	1	14
1100	5	3	5	6		2		1			1	1	5	5	6	8
1200		5	1	5		1						1		6	1	6
0100	3	1	1	3						1		1	3	2	1	4
0200	2			9	1				1			2	4			11
0300	1		1	2							2		1		3	2
0400		1		1										1		1
0500	1			1								1	1			2
0600		1	1						1				1	1	1	1
0700	2	1										1	2	1		1
TOTAL	17	14	11	44	5	5		5	5	3	3	9	27	22	14	58

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Table VII - Personnel Losses

Crew Position	Killed				Missing				Seriously Wounded				Slightly Wounded				Total Casualties				Total Participating			
	40	444	462	468	40	444	462	468	40	444	462	468	40	444	462	468	40	444	462	468	40	444	462	468
Pilot					1												1				28	28	28	33
Co-Pilot					1												1				28	28	28	26
Navigator					1												1				28	28	28	29
Bombardier					1												1				28	28	28	29
Flt. Engr.					1												1				28	28	28	29
Radar				1	1												1		1		29	28	28	29
Radio					1												1				28	28	28	29
CFO Spec					1												1				28	28	28	29
Right Gnr					1												1				28	28	28	29
Left Gnr					1							1					1		1		28	28	28	29
Tail Gnr					1							1				1	1			1	28	28	28	29
R C M					1												1				1			2
Others																					1	9	3	2
Photo																					1			
TOTAL				1	12								1	1			12		1	2	312	317	311	324

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 By *CD WPA* Date *11/18*

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 CONSOLIDATED MISSION STATISTICAL SUMMARY
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Table VIII - Expenditures of Ammunition and Claims Against Enemy Aircraft

Group	Ammunition Expended Per Plane In Combat Firing					Total Expended	Claims Against Enemy Aircraft			Per 1000 Pounds Expended in Combat		
	Upper Front	Lower Front	Upper Rear	Lower Rear	50 Cal. Tail		Destroyed	Probably Destroyed	Damaged	Destroyed	Probably Destroyed	Damaged
40th	170	60	79	78	35	11415	3	0	5	.26	-	.44
444th	47	22	40	37	34	5030	0	1	0	-	.20	-
462nd	145	32	103	44	32	9395*	0	0	1	-	-	.11
468th	211	60	178	113	139	19620**	0	3	8	-	.15	.41
TOTAL	143	43	101	68	61	45460	3	4	14	.07	.09	.31

* Excludes 2 A/C on which reports were not available.
 ** Excludes 1 A/C on which reports were not available.

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XX BOMBER COMMAND
 CONSOLIDATED MISSION STATISTICAL SUMMARY
 Mission Number Thirty Three
 1 February 1945

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Table IX - Gasoline Loading and Consumption

Group	Average Gross Weight Per Plane Before Rear Area Takeoff	Average Gals Gas Loaded Per A/C Before Rear Area Takeoff	* Average Gallons Consumed on Mission		* Average Gallons Remaining in A/C After Mission	
			Per Aircraft Bombing Primary	Per Aircraft Not Bombing Primary	Per Aircraft Bombing Primary	Per A/C Not Bombing Primary
40th	133804	7901	7262	5420	640	2480
444th	134853	7786	7160	5861	632	1907
462nd	134647	7900	7240	6260	660	1640
468th	135068	7900	7120	6864	780	1036
TOTAL	134597	7872	7194	6135	678	1727

* Excludes A/C which did not return directly to home fields.

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By Authority of the
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XX BOMBER COMMAND
CONSOLIDATED MISSION STATISTICAL SUMMARY
Mission Number Thirty Three
1 February 1945

Table X - Airborne A/C Failing to Bomb Primary Target

A/C Serial Number	Specific Mechanical Malfunction	Other Reasons	Local Action To Prevent Recurrence
<u>40th Gp.</u> 63455	Nacelle doors would not close after retracting main gear on emergency system.		U.R. #45-81 submitted.
65233	Electrical trouble caused by overheating of voltage regulator.		Replaced regulator, checked system and re-balanced regulation. U.R. #45-84 submitted.
24522	Airspeed indicator for power settings low. Went to Secondary.		Airspeed indicator recalibrated and drooping ailerons corrected. Considered faulty maintenance.
24587	Fuel transfer failure due to carbon vanes in fuel pumps.		Replaced pumps. U.R. #45-80 submitted.
24729	2 spark plug leads of #3 engine broken down, oil in distributor.		Leads replaced. Distributor seal replaced.
24508		Inaccurate navigators position reports resulted in engineers' decision to bomb secondary. Considered personnel error.	
<u>444th Gp.</u> 24472	Engine running rough, intermittently backfiring.		Carburetor changed, engine checked O.K.
24580	Fuel transfer inoperative.		Flushed system, replaced fuel transfer pumps. U.R. #45-49 submitted.
24873	Electrical trouble, inter communications system out.		Replaced amplifier unit.
24730	#1 engine trouble, excessive fuel pressure.		Fuel pump changed. U.R. #45-61 submitted.

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2-14-45 SR
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Table X - cont'd

<u>A/C</u> <u>Serial</u> <u>Number</u>	<u>Specific</u> <u>Mechanical</u> <u>Malfunction</u>	<u>Other</u> <u>Reasons</u>	<u>Local Action</u> <u>To Prevent</u> <u>Recurrence</u>
--	--	--------------------------------	---

444th Gp. - cont'd

24861		Engineer did not think sufficient fuel was available to complete the mission of bombing the primary target. Considered personnel error.	
63375		Could not locate formation. Considered personnel error.	
93857		Turned back because pilot was sick.	

462nd Gp.

24800	#4 prop governor stuck at 2700 RPM. Pulled electric head and found ground lead had opening in line.		Inspecting all prop governor heads at 25 hour inspection. U.R. #45-67 submitted.
24838	#2 engine running rough, feathered.		No corrective action taken, A/C test hopped and checked O.K.
63502	High fuel consumption due to hot running engines.		No corrective action taken, A/C test hopped and checked O.K.
65232	Whole electrical system malfunctioning.		System checked and put in commission. #4 out-board regulator replaced U.R. #45-76 submitted.

468th Gp.

63417	Electrical system out. Ground wire on voltage regulators of #1 out-board, #1 inboard, and #2 generators broken.		Replaced wire. U.R. #45-83 submitted.
24487	#3 booster pump out. Rheostat for #3 fuel booster pump burnt out.		Premature wear on part that normally lasts life of aircraft.
63460	#4 supercharger maximum output was 26" HG at altitude. Waste gate linkage was binding.		Linkage clearance increased. This was a new installation done by the Depot.

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Table X-cont'd

<u>A/C Serial Number</u>	<u>Specific Mechanical Malfunction</u>	<u>Other Reasons</u>	<u>Local Action To Prevent Recurrence</u>
<u>468th Gp. - cont'd</u>			
63456		2 fuses burnt out in turbo regulator. System worked O.K. after fuses were replaced. Considered personnel error in flight engineer not knowing the locations of fuses.	Crews instructed in proper procedure regarding fuses.
63532		Bombardier failed to hit salvo lever. Considered personnel error.	
65208		Gas consumption exceeded curve after encountering bad weather. Pilot decided to bomb secondary target.	
24734		Gas consumption exceeded curve to assembly point due to bad weather. Pilot decided to bomb secondary target.	
65275		A/C hit on bombing run. Damage depressurized A/C causing crew to miss bombs away. Critically wounded aboard, proceeded to Cox's Bazaar.	

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XX BOMBER COMMAND
CONSOLIDATED MISSION STATISTICAL SUMMARY
Mission Number Thirty Three
1 February 1945

Table XI - Engineering Malfunctions

Part I - Engineering Malfunctions Preventing Airborne A/C From Bombing Primary

		40th	444th	462nd	468th	Total
POWER PLANT & ACCESSORY SECT.	Engine Running Rough			1		1
	Engine Running Hot			1		1
	Turbo Supercharger and/or Turbo Control System				1	1
	Spark Plug Leads	1				1
PROPELLERS & GOVERNORS	Governor			1		1
FUEL SYSTEM	Fuel Transfer System	1	1			2
	Carburetor		1			1
	Fuel Booster Pump				1	1
	Fuel Pump		1			1
ELECTRICAL SYSTEM	Voltage Regulator	1				1
	Electrical System Failure		1	1	1	3
INSTRUMENTS	Airspeed Indicator	1				1
MISCELLANEOUS	Nacelle Doors	1				1
TOTAL		5	4	4	3	16

NOTE: For details, see Table X - "Summary of A/C Failing to Bomb Primary".

Part II - Engineering Malfunctions Not Preventing A/C From Bombing Primary

		40th	444th	462nd	468th	Total
POWER PLANT & ACCESSORY SECT.	Engine Running Rough	2	2	2	2	8
	Engine Running Hot	1				1
	Exhaust System		1		1	2
	Turbo Supercharger and/or Turbo Control System	2			2	4
	Cowl Flaps		1			1
PROPELLERS & GOVERNORS	Feathered Props		1			1
	Governor	2	3	2		7
OIL SYSTEM	Oil Leaks			1		1
	Oil Temperature Regulator		1		1	2
	Oil Pressure Low	1	1	1	1	4

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Table XI - Part II cont'd

		40th	444th	462nd	468th	Total
FUEL SYSTEM	Fuel Transfer System	3	1	1	1	6
	Carburetor	1				1
	Fuel Pressure Low	1				1
	Fuel Booster Pumps		1			1
	Mixture Control			1		1
	Fuel Quantity Gage			1		1
ELECTRICAL SYSTEM	Generators	3	2	3	3	11
	Landing Gear Switch			1		1
	Voltage Regulator	1			3	4
	Magneto			1	2	3
	A.F.U.		2		1	3
	Battery	1				1
	Inverter		1		2	3
INSTRUMENTS	Carb. Air Temp. Gage	1	1	1	4	7
	Cylinder Head Temp. Gage	1	1	2	5	9
	Nose Oil Press. Gage			4	1	5
	Rear Oil Press. Gage	2		3		5
	Tachometer	1	1	1		3
	Flux Gate Compass	2	1	1	1	5
	Radio Compass		1	1	1	3
	Airspeed Indicator		1			1
	Flight Indicator			1	1	2
	AFCE	1	2	1	2	6
MISCELLANEOUS	Pressurization	2	1	2	1	6
	Tailskid			1		1
	Oxygen System				1	1
	Cracked Blister		1			1
TOTAL		28	27	32	36	123

NOTE PERTAINING TO BOTH PART I AND PART II:

Only engineering malfunctions are listed. All other malfunctions, such as radar, are excluded. If one aircraft had more than one engineering malfunction, all malfunctions have been listed.

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XX BOMBER COMMAND
 CONSOLIDATED MISSION STATISTICAL SUMMARY
 Mission Number Thirty Three
 1 February 1945

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Table XII - Utilization of Useful Load
 (Based on A/C Bombing P.T.)

Group	No. of Ground Miles	Number of A/C Considered	Type of A/C	Av. Gross Weight at Takeoff For Mission	Aver Basic Weight of A/C	Aver Useful Load	Aver. Number of Bombs Loaded	* Aver Weight of Bombs Loaded	Aver Weight of Gas Loaded at 6 Pounds Per Gal	Average Miscellaneous Weight
40th	3785	22	Center Wing Tanks	133840	75030	58810	M-44 1000# GP 4.0	4074	47411	7325
444th	3760	21	Center Wing Tanks	134907	75272	59635	M-65 1000# GP 4.7	4806	46749	8080
462nd	3814	24	Center Wing Tanks	134646	75081	59565	M-44 1000# GP 4.4	4456	47400	7709
468th	3685	21	Center Wing Tanks	135022	74894	60128	M-65 1000# GP 4.0	4078	47400	8650
TOTAL	3762	88	Center Wing Tanks	134596	75069	59527	M-44 2.2 M-65 2.1 1000# GP	4354	47247	7926

* 1000# G.P. - AN-M 44 equals 1018.4 pounds.
 1000# G.P. - AN-M 65 equals 1019.4 pounds.

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8 Commanding Officer, 468th Bombardment Group
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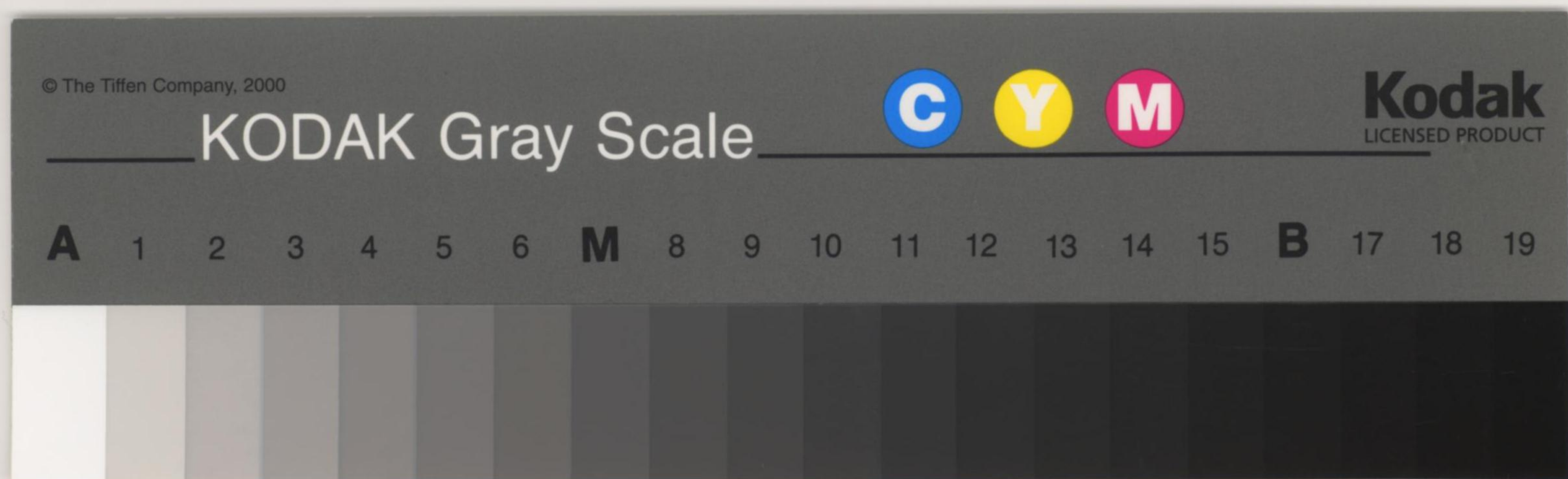
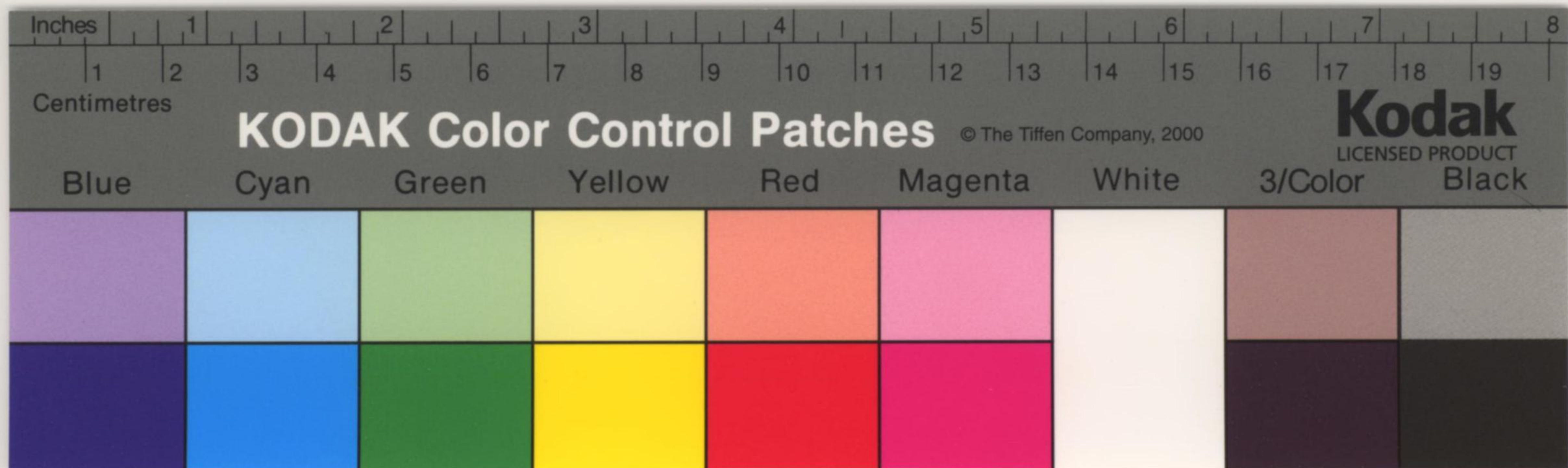
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