

S E C R E T

III MALFUNCTIONS OF EQUIPMENT - ENGINEERING

Mission No. 13

25 October 1944

Tachometer inoperative	13	Burned out turbo amplifier	2
Oil leak	8	Inverter out	2
Cylinder head temperature indicator out	7	Oil pressure low	2
Propellor governor stuck	6	Normal gear system out	1
Generator inoperative	4	Oil temperature guage out	1
C.A.T. Guage out	4	AFCE amplifier out	1
Blown blister	3	Command radio out	1
Landing lights out	3	Fluxgate compass out	1
Fuel transfer system inoperative	3	Turbo supercharger out	1
Propellor governor erratic	3	Collector ring bad	1
Flight indicator inoperative	2	Pilot's artificial horizon out	1
Oil cooler flap motor inoperative	2	Radio compass inoperative	2
TOTAL	74		

Note: For malfunctions of other equipment see the following:  
Radar - Annex G; RCM - Annex H; Armament - Annex I.

L - III - 1

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IV - PERFORMANCE DATA

Mission No. 13

25 October 1944

1. The variation in bomb loads and fuel reserve is due to the distance of the target from the forward bases. This distance is a borderline case for the flight plan used. That is, to reach a target slightly more distant all Groups would have to carry the equivalent of 3 full bomb bay tanks with a fourth partly full. All Groups could reach a slightly nearer target with an auxiliary fuel supply of not more than 3 bomb bay tanks.

2. The 444th Group, which had the shortest distance to travel started with the equivalent of 3 auxiliary bomb bay tanks and completed the mission with an average fuel reserve of 720 gallons. This Group could be expected to carry at least the same bomb loads on any future mission to the same target.

3. The 40th and 462nd Groups had approximately 100 miles farther to go than the 444th. Both of these groups also started with the equivalent of 3 auxiliary bomb bay tanks and completed the flight with an average reserve of 500 gallons. The 462nd carried the maximum possible bomb load limited by take-off weight. The cost of carrying this extra weight was partially compensated for by bombing from a lower altitude than the 40th. The 40th Group could have carried an additional 2000 to 2500 pounds of bombs with but a small increase in fuel consumption. However, operation on this target was so marginal as to fuel reserve that it was not considered safe to carry additional bombs.

4. The 468th Group carried an extra bomb bay tank per plane, partly filled. This limited by space the number of 500 pound bomb stations to eight in planes without center section tanks. The fuel reserve was correspondingly higher.

5. In order to hit this particular target with a heavier bomb load in the future, it would be necessary to change the flight plans so as to enable all groups to operate at the equivalent of 3 auxiliary tanks at the maximum take-off weight of 133,000 pounds. It could be done by flying at the lowest level which will clear the highest terrain until it is necessary to start the climb to the bombing altitude. By this is meant, of course, the lowest consistent altitude. Contour flying with numerous climbs and descents is not recommended. Lowering the bombing altitude 1500 to 2000 feet would save an additional 50 to 100 gallons of fuel. If feasible, this would enable an average bomb load of 6700 pounds to be carried, an increase of 22% above mission No. 13.

L - IV - 1

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 Summary of Aircraft Bombing Primary Target - F.O.#13

Formation Position	Over-all	Ldrs. L. Elem.	Ldrs. All Elem.	Wing	
* Number Of Aircraft	56	4	12	44	
Total Flight Time	14:15	14:21	14:14	14:15	
Time to Target	6:20	-	-	-	
Fuel Burned	6670	6540	6660	6675	
Aux. Fuel Carried	1945	2025	1975	1940	
Fuel Reserve	685	890	720	675	
Air Miles	3370	3310	3340	3380	
Ground Miles	3230	--	--	--	
Gals/Air Mile	1.98	1.98	2.00	1.97	
Range of Bombing Altitudes	21000		to	25800	
Ave. Bombing Altitude	23750	--	--	--	
Reported Gross Weight	132400	133100	132800	132200	
Weight of Bombs	5510	5520	5630	5480	
Number of Bombs	G.P.	6.12	4.75	6.0	6.15
	Inc.	4.6	6.25	5.0	4.5

L-IV-a

L-IV-a

\* For which flight engineers logs were available. (Does not include aircraft No. 251; 281; 403).



SECRET  
 Summary by Groups - Mission #13

Group	40th				444th				462nd				468th				
	Over-All	Ldrs. Ld Ele.	Ldrs. All Ele	Wing	Over-All	Ldrs. Ld Ele.	Ldrs. All Ele	Wing	Over-All	Ldrs. Ld Ele.	Ldrs. All Ele	Wing	Over-All	Ldrs. Ld Ele.	Ldrs. All Ele	Wing	
* No. of Aircraft	10	0	2	8	18	1	4	14	14	1	2	12	14	2	4	10	
Total Flight Time	14:26	-	14:16	14:29	13:49	14:30	13:55	13:47	14:57	14:49	15:08	14:55	13:59	14:02	14:05	13:56	
Time to Target	6:37	-	6:20	6:42	6:09	6:40	6:10	6:09	6:26	6:14	-	-	6:16	-	-	-	
Fuel Burned	Ave.	6760	-	6980	6710	6520	6500	6500	6525	6800	6700	6700	6820	6670	6475	6650	6685
	Max.	7360				6900				7300				7100			
	Min.	6300				6220				6200				6200			
Aux. Fuel Carried	Ave.	1865	-	1865	1865	1840	1900	1875	1830	1850	1800	1800	1860	2235	2200	2225	2240
	Max.	1940				1900				2100				2400			
	Min.	1760				1800				1800				2200			
Fuel Reserve	Ave.	510	-	325	555	720	800	775	705	495	500	500	495	960	1125	975	955
	Max.	1020				980				1000				1400			
	Min.	0				400				200				500			
Air Miles	3337	-	3157	3382	3330	3100	3350	3320	3430	3200	3400	3435	3396	3477	3395	3395	
Ground Miles	3250	-	3175	3270	3140	3100	3110	3150	3275	-	-	-	3300	3225	3250	3330	
Gals/Air Mile	2.02	-	2.21	1.98	1.96	2.10	1.94	1.97	1.98	2.09	1.97	1.99	1.97	1.86	1.96	1.97	
Range of Bombing Altitude	22000		to 25800		23000		to 25800		21000		to 24700		22800		to 24300		
Ave. Bomb Alt.	24100				24700				22600				23400				
Starting Gross Weight	Ave.	130460	-	130940	130400	132600	133740	133000	132550	132900	133230	133425	132750	132800	132950	133100	132720
	Max.	131360				133740				133620				133935			
	Min.	128910				131400				131580				132090			
Wt. of Bombs	4240	-	4240	4240	6835	7330	7075	6820	6450	7390	7780	6245	3770	3680	3800	3770	
No. of Bombs	M-64	6	-	6	6	8.8	9	8.75	8.85	8.85	10	12.5	8.25	-	-	-	-
	M-76	2	-	2	2	4.2	5	4.75	4.1	3.35	4	2	3.6	-	-	-	-
	M-17	-	-	-	-	-	-	-	-	-	-	-	-	8.2	8	8.25	8.2

9-11-5

L-IV-b

\* For which logs were available. (Does not include aircraft Nos. 251; 281; 403)



S E C R E T

ANNEX

M

TARGET DAMAGE ASSESSMENT

\*  
\*  
\* \* \* \* \*  
\* PREPARED BY: \*  
\* \* \* \* \*  
\* TARGET INTELLIGENCE UNIT \*  
\* XX BOMBER COMMAND \*  
\* \* \* \* \*

M

S E C R E T



SECRET

SECRET  
Auth: CG, XX BC  
Initials: [Signature]  
Date: 31 Oct 44

HEADQUARTERS  
XX BOMBER COMMAND  
Intelligence Section  
APO 493

DAMAGE ASSESSMENT REPORT NO. 17 (PROVISIONAL)

TARGET: Omura Aircraft Factory, Omura, Kyushu, Japan. (32° 55' N - 129° 56' 30" E).

GENERAL STATEMENT:

This report relates to damage resulting from a daylight attack on the Omura Aircraft Factory on 25 October 1944. A total of 59 aircraft bombed the target dropping 360 500# GP AN-M-64 bombs, and 266 incendiary bombs, consisting of the 500# M-76 and the 500# M-17 Aimable Clusters. Assessment of damage was accomplished exclusively from strike photographs and as such must be considered provisional.

Strike photos were obtained from 5 of the 7 formations bombing the target. The following statements are based on interpretation of the strike photos by formations and are intended to convey a "running" account of the action.

1. First Formation:

Number of Aircraft: 8  
Time of release : 0053 Z  
Heading : 65° M  
Altitude : 23,000 T  
Weight of Attack : 61 M-64  
                  25 M-76

Bombs from the lead aircraft of the first formation over the target are seen to have fallen squarely in the target area scoring one and possibly two direct hits on the aiming point, a large centrally-located shop in the Aero-engine Section of the aircraft factory. At least three other buildings were also hit by the leader's bombs, two just west of the aiming point and 1 just north.

In addition to the AP and the 3 other buildings mentioned above the formation as a whole scored hits on 10 other buildings, 2 in the assembly section to the west, 2 in the aero-engine area and the remainder in the rolling mill and forging sections to the north and east.

Several bombs fell just outside the target area to the north, 1 landing squarely in the midst of 3 closely grouped barracks buildings.

2. Second Formation:

Number of Aircraft : 4  
Time of release : 0114 Z  
Heading : 73° M  
Altitude : 23,000 T  
Weight of attack : 33 M-64  
                  13 M-76

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Only 1 set of strike photos was obtained from this formation. These photos show a large pall of smoke largely obscuring the target area especially the AP. The engine assembly building just west of the AP is burning vigorously as is a foundry building to the northeast and a large assembly building to the northwest. A storage building and several other nearby buildings show heavy damage as the result of GP bombs from the first formation.

On this set of strike photos only 1 bomb burst is visible, that being in open ground south of the 5 large hangars lining the seaplane ramp. Photos from the third formation reveal additional craters in this same immediate vicinity indicating that at least 2 of the aircraft of the second formation dropped here, approximately 1500' short. Several craters on the very edge of the wharf and a considerable disturbance in the water nearby would further indicate that at least some of the bombs fell in the water. A large hangar is seen to have been severely damaged by at least 1 direct hit. Smoke obscures the remaining area inland and no further statement can be made.

3. Third Formation:

Number of Aircraft	:	21
Time of release	:	0116 Z
Heading	:	70° M
Altitude	:	25,000 T
Weight of Attack	:	161 M-64 76 M-76

The appearance of the target area as revealed by strike photos taken by aircraft of the third formation remains substantially the same as that described in the second formation with perhaps a slight increase in the intensity of the smoke. Bursts from this formation show a well concentrated pattern centered approximately on the largest workshop in the northeast section of the factory. Hits or near misses are observed on practically all of the buildings comprising this section of the works and damage here is expected to be heavy. Several bombs are seen to have fallen in the new assembly plant area south of the AP and direct hits are believed to have occurred on 2 buildings.

A number of bombs falling outside the target to the north area hit in workers quarters and residential areas. Several more fell in what is believed to be a military headquarters scoring a direct hit on one building and a near miss on another. Of interest also is 1 bomb which fell squarely on a circular 6 site automatic weapons position.

4. Fourth Formation:

Number of Aircraft	:	4
Time of release	:	0121 Z
Heading	:	70° M
Altitude	:	26,000 T
Weight of Attack	:	35 M-64 18 M-76

No strike photos were obtained.

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5. Fifth Formation:

Number of Aircraft : 7  
Time of release : 0152 Z  
Heading : 69° M  
Altitude : 23,000 T  
Weight of Attack : 51 M-64  
                  : 17 M-76  
                  : 8 M-17

The northeastern section of the factory is seen to be largely obscured by smoke emanating from a number of large fires, some of which are in the workers quarters areas to the north and east of the plant. The western section of the target is also obscured by smoke from a fire apparently consuming the large assembly shop hit by the first formation. The AP has a large hole in the roof (diameter approximately 40') but does not appear to be burning. A building just west of the AP has been largely destroyed and another heavily damaged. Several buildings to the north are also damaged but scale and haze prevents a more definite statement.

Only a few bomb bursts have been identified on those photos. Approximately 8 bursts were found just east of the new assembly area.

6. Sixth Formation:

Number of Aircraft : 7  
Time of release : 0204 Z  
Heading : 68° T  
Altitude : 24,000 T  
Weight of Attack : 19 M-64  
                  : 9 M-76  
                  : 40 M-17

Essentially the same appearance of the target is observed on the first set of strike photos obtained from this formation as that shown on the fifth formation. Smoke has become slightly heavier and numerous fires were noted.

No bomb bursts were identified on the photos.

7. Seventh Formation:

Number of Aircraft : 8  
Time of release : 0213 Z  
Heading : 68° T  
Altitude : 24,000 T  
Weight of attack : 60 M-64

No strike photos were obtained.

CONCLUSIONS:

Pending receipt of post-strike photos little can be said concerning actual damage inflicted. Strikes have been identified in nearly every section of the aircraft factory proper. Heaviest damage is expected to have occurred in the northeast section of the works.

REFERENCES: (1) Air Objective Folder No. 90.36  
(2) AC/AS Intelligence, Ground Plan, Illustration No. 90.36-1627 P4A.

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WEIGHT OF ATTACK: 360 500# GP AN-M-64  
266 500# IB consisting of the M-76 and M-17.

PHOTOGRAPHY: Strike photos quality and scale varied, 1:11,500 to 1:26,000.

PREVIOUS PHOTO COVER: XX Bomber Command Mission No M7 (4MR1), 29 July 1944,  
scale 1:15,000, quality good.

ANNEXES: Annex 1, Photographic Annex.

DETAILS OF DAMAGE:

See key sheet, Annex 1 and body of General Statement.

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

PREPARED BY: TARGET UNIT  
INTELLIGENCE SECTION

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Authority NND 760063

By JAB NAPA Date 10/13/05



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PHOTOGRAPHIC ANNEX KEY

Key to Print 1:

None

Key to Print 2:

- (1) One and possibly two direct hits on the Aiming Point, large shop building of the Aero Engine composite of the Aircraft Factory.
- (2) Hits on 2 small shop buildings (one obscured by bomb bursts).
- (3) Direct hit and a near miss on a small shop.
- (4) Direct hit on small unidentified building and near miss just north.
- (5) Direct hit in center of large assembly building. Force of the explosion has evidently broken practically all the windows in the building and smoke from the blast may be seen plummeting out the broken windows.
- (6) Direct hit or very near miss on one of the 5 hangars lining the seaplane ramp.
- (7) Direct hit on warehouse.
- (8) Near miss just off a small transverse multiple type building.
- (9) Direct hit and several near misses on sawtooth roof storage and shop building.
- (10) Hit on corner and near miss just off north edge of large shop building of the Aluminum Rolling and Forging area of the aircraft factory.
- (11) Hits and near misses largely obscure foundry building.
- (12) Direct hits on center and both ends of long narrow building, probably a rolling mill. Smaller building just east also probable rolling mill has been hit.
- (13) A hammer-press shop and a small storage building have been hit.
- (14) A small power unit just east of item (13) has been hit and two small buildings just south show near misses.
- (15) Direct hit on center of three barracks buildings.
- (16) Mavis Flying Boats.
- (17) Float planes on ramp.

Key to Print 3:

- (1) Aiming Point.
- (2) Administration Area.

A few of the buildings have been outlined for location purposes. Bomb bursts largely obscure the NE section of the works. Dashed line indicates extent of works.

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Key to Print 4:

- (1) Large storage building ablaze.
- (2) Shop building at rolling mill section ablaze.
- (3) and (4) Fires.

Dashed line indicates extent of works.

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PRINT 1

BEFORE  
1:11,500 APPROX.



PRINT 3



PRINT 2

1ST FORMATION  
250053Z, 8 AIRCRAFT  
1:11,500 APPROX.



PRINT 4

250  
1:



CONFIDENTIAL



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ANNEX 1  
D. A. REPORT NO. 17 (PROVISIONAL)  
OMURA AIRCRAFT FACTORY  
(32 55N - 129 56E)

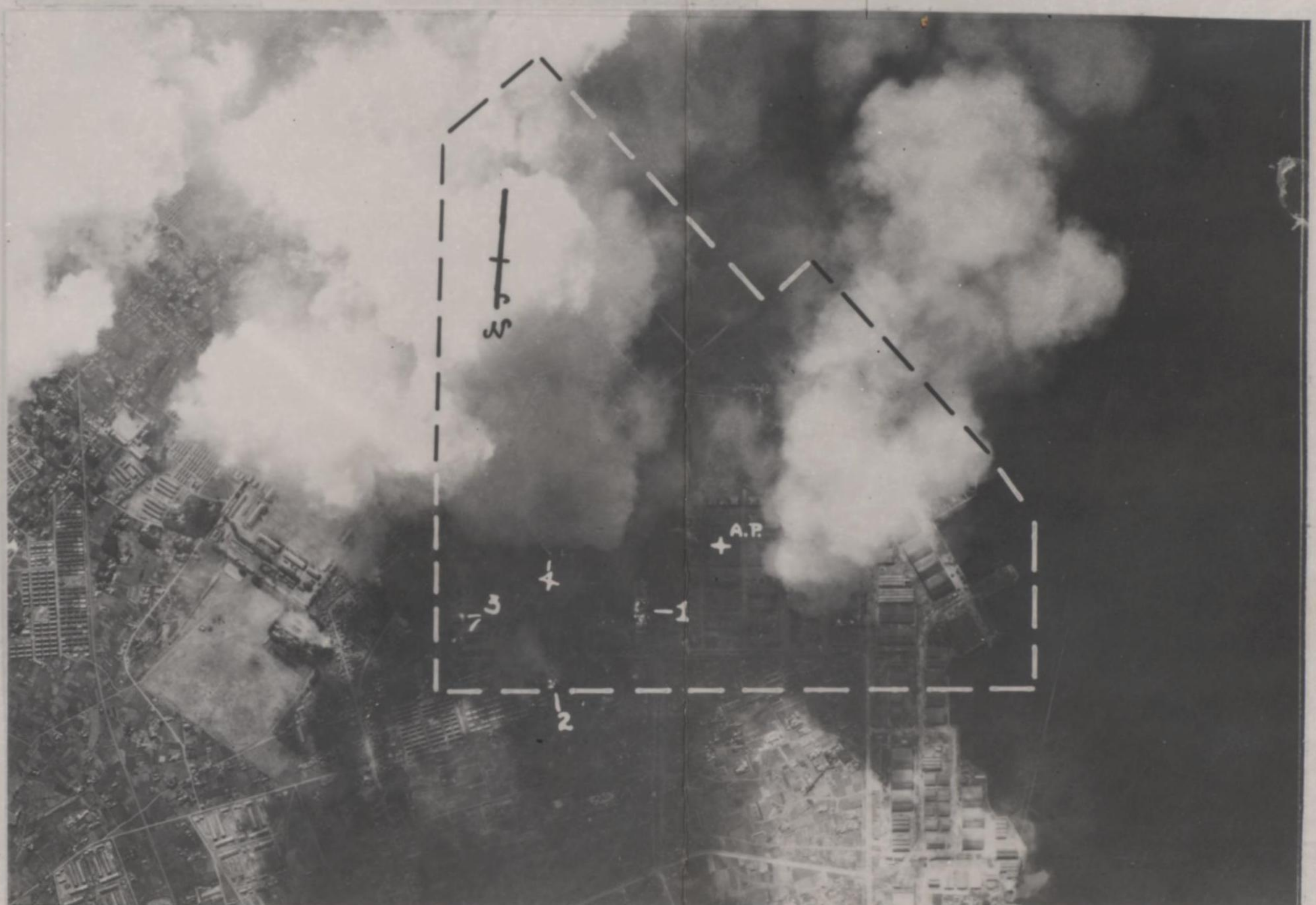
3RD FORMATION  
250116Z, 21 AIRCRAFT  
1:13,000 APPROX.

PRINT 3



6TH FORMATION  
250204Z, 7 AIRCRAFT  
1:23,500 APPROX.

PRINT 4



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"CONFIDENTIAL"

12



"CONFIDENTIAL"

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By **JAB** NAPA Date **10/13/05**



S E C R E T

ANNEX

N

CONSOLIDATED MISSION STATISTICAL SUMMARY

\* \* \* \* \*  
\* PREPARED BY: \*  
\* \* \* \* \*  
\* STATISTICAL SECTION \*  
\* XX BOMBER COMMAND \*  
\* \* \* \* \*

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XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY

Mission Number Thirteen  
25 October 1944

SECRET

By Authority of the  
Commanding General:

11-4-44 JR  
Date Initials

Table I - Aircraft Participating - Rear to Forward Area

Group	Mission Number	Field Order No.	Combat A/C on Hand In Group	A/C Participating in Mission		A/C Remaining In Fwd Area To Participate In Mission	A/C Airborne In Rear Area For Mission	A/C Arriving In T.O. For Mission						A/C Airborne In Rear Area Failing To Reach Fwd Area	Per-cent
				Total	% Of Aircraft On Hand That Participated			Total	On D-5	On D-4	On D-3	On D-2	On D-1		
40th	13	13	33 Depot 1	23	70%	0	23	20	0	0	0	12	8	3	13%
444th	13	13	38	29	76%	2	27	25	0	0	0	16	9	2	7%
462nd	13	13	34 Depot 2	29	85%	1	28	28	0	0	0	19	9	0	0%
468th	13	13	36	28	78%	0	28	25	0	0	0	13	12	3	11%
TOTAL	13	13	141* Depot 3	109	76%	3	106	98	0	0	0	60	38	8	8%

\* Excludes A/C arriving in theater from D-3 to D-Day that did not participate in mission.

NOTE: PHOTO AIRCRAFT EXCLUDED FROM ALL TABLES.

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IX BOMBER COMMAND  
 CONSOLIDATE MISSION STATISTICAL SUMMARY

Mission Number Thirteen  
 25 October 1944

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 By Authority of the  
 Commanding General  
 11-3-44 SR  
 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 Failing to Become Airborne on Mission		Airborne A/C Failing to Bomb Designated Primary Target								Time of First Takeoff	Time * of Latest Return	Average Time of Flight *	
			Total No.	Percent	Reason						A/C Bombing Primary	A/C Not Bombing Primary				
					Mech	Pers	Wea.	Not in Form	E/A & Flak	Misc. & Unknown						
40th	20	14	6	30.0%	3	21.4%	2	0	0	0	0	1	1828Z	1018Z	14:35	7:32
44th	27	26	1	3.7%	6	23.1%	4	0	0	2	0	0	1839Z	0925Z	13:55	10:05
462nd	29	20	9	31.0%	6	30.0%	5	0	0	0	1	0	1818Z	0954Z	14:36	9:52
468th	25	18	7	28.0%	4	22.2%	3	0	0	0	0	1	1923Z	0952Z	14:02	6:57
TOTAL	101	78	23	22.8%	19	24.4%	14	0	0	2	1	2	1818Z	1018Z	14:12	9:00

\* Does not include those aircraft missing or landed at other than home field.

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*11-2-44 JR*  
 Date Initials

\* One A/C also bombed Sasebo due to electrical trouble over primary.

XX BOMBER COMMAND  
 CONSOLIDATED MISSION STATISTICAL SUMMARY

Mission Number Thirteen  
 25 October 1944

Table III - Bombing Runs

Group	No. of A/C Bombing	Target Bombed	Time of Release		Altitude of Release		Visual Bombing A/C Sighting For		Radar Bombing A/C Sighting For		On the Leader	Aircraft Dropping On	
			Earliest	Latest	Highest	Lowest	R & D	Range	R & D	Range		AFCE	Manual
40th	11	Omura	0053	0152	26,000	23,000					11		11
	1	Opportunity	0025	0025	20,000	20,000	1					1	
444th	20	Omura	0114	0204	26,800	23,000	2				18	2	18
	1	Shanghai	0003	0003	16,000	16,000	1					1	1
	1	Hankow	0107	0107	23,000	23,000			1			1	
	4	Opportunity	2341	0022	25,000	15,000	3				1	2	2
462nd	14	Omura	0053	0205	25,000	21,800	2				12	2	12
	1	Shanghai	0053	0053	27,600	27,600				1		1	
	3	Opportunity	0115	0216	18,000	16,500	2			1		3	
468th	14 *	Omura	0152	0213	24,000	23,000	3				11	2	12
	1	Opportunity	0104	0104	21,300	21,300	1					1	
TOTAL	59	Omura	0053	0213	26,800	21,800	7				52	6	53
	2	Shanghai	0003	0053	27,600	16,000	1			1		1	1
	1	Hankow	0107	0107	23,000	23,000			1			1	
	9	Opportunity	2341	0216	25,000	15,000	7			1	1	7	2



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XX BOMBER COMMAND  
 CONSOLIDATED MISSION STATISTICAL SUMMARY  
 Mission Number Thirteen  
 25 October 1944

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 11-2-44 JR  
 Date Initials

Table IV - Bomb Loading & Disposal

Group	* Type of Bombs	Bomb Loading				On Targets						Bomb Disposal			
		Fusing		Average No. Loaded Per A/C	Tot No. Loaded in A/C Airborne in Fwd Area	Omura	Shanghai	Saishu Island	Hankow	Sasebo	Targets of Opportunity	Unknown	Jettison	Return	Unknown
		Nose	Tail												
40th	500# Gp M-76	.1	.01	6.0	84	66		6				12			
	Incend.	Inst	N.D.	2.0	28	22		2				4			
444th	500# Gp M-76	.1	.01	8.8	230	174	12		9		35				
	Incend.	Inst	N.D.	3.9	103	85		4		14					
462nd	500# Gp M-76	.1	.01	8.6	172	120	8				26	9	9		
	Incend.	Inst	N.D.	3.7	75	49	4			12		6	4		
468th	M-17 Incend.	37.9		8.2	147	108				7	7	16	9		
TOTAL	500# Gp M-17	.1	.01	6.2	486	360	20	6	9		61	21	9		
	Incend.	37.9		1.9	147	108			7	7	16	9			
	M-76 Incend.	Inst	N.D.	2.6	206	156	4	2	4		26	10	4		

\* 500# Gp - AN-M 43)  
 AN-M 64) Actual weight may average over 500 pounds.  
 500# Bomb, Oil - Incendiary AN-M 76 (actual weight approximately 475 pounds)  
 500# Bomb, Cluster Incendiary (Thermite Magnesium) M-17 (actual weight between 460 - 475 pounds)

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XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY

Mission Number Thirteen  
25 October 1944

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By Authority of the  
Commanding General  
*11-3-44* *LR*  
Date Initials

Table V - Aircraft Lost and Damaged

Group	Aircraft Lost					Aircraft Damaged								
	Total Lost	Cause of Loss				Total Damaged	Primary Cause of Damage				To be Repaired by			Not Repairable
		Flak	E/A	Accident	Other		E/A	Flak	Own Guns	Accident	Tact Gp	Sv Gp	Dep Gp	
40th	1	0	1	0	0	2	* 1	0	1	0	2	0	0	0
444th	0	0	0	0	0	4	4	0	0	0	4	0	0	0
462nd	0	0	0	0	0	5	5	0	0	0	3	2	0	0
468th	** 1	0	0	1	0	2	2	0	0	0	2	0	0	0
TOTAL	2	0	1	1	0	13	12	0	1	0	11	2	0	0

\* 40th Group - One A/C hit by E/A and Flak.

\*\* 468th Group - Crashed one minute after takeoff - considered total loss.

S E C R E T

DECLASSIFIED  
 Authority: MND 760063  
 By: NAPA Date: 10/18/05



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XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY  
Mission Number Thirteen  
25 October 1944

By Authority of  
Commanding General

11-1-44

Table VI - Attacks & Passes by Enemy Aircraft  
ALTITUDE

DIRECTION	HIGH				LOW				LEVEL				TOTAL			
	40th	444th	462nd	468th	40th	444th	462nd	468th	40th	444th	462nd	468th	40th	444th	462nd	468th
0800	0	0	0	0	1	1	0	0	0	0	1	2	1	1	1	2
0900	0	1	1	0	0	0	0	0	0	0	1	1	0	1	2	1
1000	0	1	5	0	1	0	2	0	0	0	0	0	1	1	7	0
1100	0	2	9	0	1	2	1	3	0	0	1	2	1	4	11	5
1200	0	4	8	0	1	1	0	1	0	2	1	1	1	7	9	2
0100	0	3	3	1	1	1	0	1	0	0	0	1	1	4	3	3
0200	1	1	5	2	1	0	1	0	0	0	1	0	2	1	7	2
0300	0	0	2	1	1	0	1	0	0	0	0	1	1	0	3	2
0400	0	0	0	0	1	1	4	2	0	0	0	0	1	1	4	2
0500	1	0	0	1	1	0	1	2	0	0	0	1	2	0	1	4
0600	0	1	1	1	0	1	1	2	0	1	1	2	0	3	3	5
0700	0	0	2	0	1	1	0	2	0	0	1	0	1	1	3	2
TOTAL	2	13	36	6	10	8	11	13	0	3	7	11	12	24	54	30

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XX BOMBER COMMAND  
 CONSOLIDATED MISSION STATISTICAL SUMMARY  
 Mission Number Thirteen  
 25 October 1944

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 By Authority of the  
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*11-2-44 SR*  
 Date Initials

Table VII - Personnel Losses

Crew Position	Killed				Missing				Seriously Injured				Slightly Injured				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								1				1	14	26	20	18
Co-Pilot				1																	1	14	26	20	18
Navigator				1																	1	14	26	20	18
Bombardier				1																	1	14	26	20	18
Flt. Engr.	1			1													1				1	14	26	20	18
Radar				1																	1	14	26	20	18
Radio				1																	1	14	26	20	18
CFC Spec.				1																	1	14	26	20	18
Right Gnr.				1																	1	14	26	20	18
Left Gnr.				1																	1	14	26	20	18
Tail Gnr.				1																	2	14	26	20	18
RCM																									2
Others																						5	2	4	1
TOTAL	1			11					1								2*				12	159	288	224	201

\* 9 men of A/C 281 - 40th Group - are walking out.

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XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY

Mission Number Thirteen  
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Table VIII - Expenditures of Ammunition and Claims Against Enemy Aircraft

Group	Ammunition Expended Per Plane In Combat Flying					Total Expended	Claims Against Enemy Aircraft					
	Upper Front	Lower Front	Upper Rear	Lower Rear	50 Cal. Tail		Destroyed	Probably Destroyed	Damaged	Per 1000 Pounds Expended In Combat		
										Destroyed	Probably Destroyed	Damaged
40th	No record of ammunition expenditure by individual A/C was kept by 40th Group for this mission; although this information by A/C is unavailable, it is estimated that 13,100 rounds were expended in combat fire.					13,100	1	0	1	.08	0	.08
444th	109	129	113	154	142	16,725	5	2	12	.30	.12	.72
462nd	75	161	44	201	134	12,930	1	2	5	.08	.15	.39
468th	52	115	83	145	108	8,540	3	2	4	.35	.24	.46
TOTAL	89	136	82	167	130	51,295	10	6	22	.19	.12	.43

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XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY

Mission Number Thirteen  
25 October 1944

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Commanding General:

11-3-44 *SR*  
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Table IX - Gasoline Loading and Consumption

Group	Average Gross Wt. Per Plane		Average Gallons Loaded Per Plane		Average Gallons Consumed Per A/C Rear to Fwd Area	Aver Gals Consumed On Mission		Aver Gals Remaining in A/C After Mission		Gallons Taken From Forward Area Stocks			Fwd to Rear Area Average Gallons		
	Before R.A. Take-Off	Before F.A. Take-Off For Mission	Before P.A. Take-Off	Before F.A. Take-Off For Mission		Per A/C Bombing Primary	Per Airborne A/C Not Bombing Primary	Per A/C Bombing Primary	Per Airborne A/C Not Bombing Primary	Total	Per A/C Bombing Primary	Per Airborne A/C Not Bombing Primary	Loaded For Return to R.A.	Consumed on Return to R.A.	Remaining After Return to R.A.
40th	132,382	130,600	7,113	7,275	3,611	6,867	3,917	414	3,366	81405	6,730	3,806	3,375	2,519	856
444th	133,970	132,910	7,259	7,290	3,627	6,503	5,330	787	1,952	153875	6,189	5,069	3,343	2,615	728
462nd	134,376	132,942	7,251	7,299	3,425	6,830	5,155	482	2,112	125865	6,328	4,698	3,337	2,466	871
468th	133,961	132,765	7,653	7,658	3,147	6,580	3,687	1,052	3,913	85047	5,560	2,700	3,460	2,526	934
TOTAL 666	133,700	132,520	7,319	7,373	3,454	6,665	4,762	721	2,568	446192	6,164	4,340	3,381	2,526	855

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XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY  
MISSION NUMBER THIRTEEN  
25 October 1944

Table X--Aircraft Failing to Bomb Primary Target  
Reconciliation Summary

Group	Total Combat A/C on Hand	A/C Bombing Primary	Photo A/C	Accept- ance Check	A/C Failing to Bomb Primary	
					Which Were In Depot or Sv. Group	Which Were On Hand In Group
40th	35	11	1	0	1	22
444th	39	20	0	1	0	18
462nd	36	14	0	0	2	20
468th	37	14	1	0	0	22
TOTAL	147	59	2	1	3	82

AIRCRAFT FAILING TO BOMB PRIMARY TARGET ON MISSION #13

A/C Serial No.	Rear Area		Fwd. Area		Reason for Failure to Bomb Primary
	Air- Borne	Not Air- borne	Air- borne	Not Air- borne	

40th B.C.

6297	X				#1 engine trouble
3394	X				Internal engine failure
6294	X				#1 engine cutting out
6348			X		#2 carburetor change
6344			X		#1 engine cutting out, #3 engine losing RPM
4587			X		Stuck in the mud on shoulder of the taxi strip
3396			X		#1 engine ran hot
6322			X		Oil leak #1 engine and prop gov- ernor change
4452			X		#2 engine change
6331			X		Exhaust collector ring blown
4589			X		#4 engine feathered, #4 cyl. blown
4579			X		Solitary A/C - returned as briefed
6269		X			Cyl. change #1 & #3 engines, 30 hour inspection
6298				*	Arrived on D-Day too late for miss.
4541		X			#4 engine complete check, #2 engine trouble
6275		X			#1 & #2 engine change, 50 hr. insp., compression check
6290		X			#1 & #3 engine changes
6295		X			22ND AIP DEPOT sheet metal work - electrical wiring
6303		X			#4 engine change

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A/C Serial No.	Rear Area		Fwd. Area		Reason for Failing to Bomb Primary
	Air- borne	Not Air- borne	Air- borne	Not Air- borne	

40th B.G. - cont'd

6319		X			#2 & #4 engine changes
4466				*	Supercharger change, 300 hr. insp.
4503		X			Trim tab repair
3363				*	Plug change install throttle cable assembly
TOTALS	3	8	3	9	

444th B.G.

5202			X		Could not locate formation returned as briefed
3422			X		Oil leak
3411			X		Heavy oil leak #3 engine backfiring and vibration
5204				X	Fire in #2 eng. prior to takeoff
3419			X		In two ship formation had oil leak and returned
4492			X		Oil cooler on #4 stuck could not pull power
4507			X		Could not locate formation returned as briefed
6341				*	Arrived in Fwd. Area on D-Day too late for mission
4510				*	Arrived in Fwd. Area on D-Day too late for mission
6262		X			Oil tank change
6292	X				Engine change
6315		X			Engine change
6321	X				Supercharger change
6343		X			Engine change
6399		X			Engine change
4464		X			2 engine changes
4524		X			Engine change
3375		X			3 engine changes
TOTALS	2	7	6	3	

462nd B.G.

6312				X	Engine change
4456			X		Lost #2 turbo - #1 fuel booster burned out
6338			X		#3 oil leak & smoking, couldn't find other ships
4461			X		Fuel transfer system did not operate
4531				X	#2 engine out
4475				X	Gas could not be decanted in time to service for mission
6213				X	Electrical trouble
6354				X	Supercharger #4 engine inoperative
6209				X	Gas could not be decanted in time to service for mission - went on photo mission D+1 Day
4581				X	Engine change
5213			X		#3 cowl flaps closed & wouldn't open - engine overheating

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L/C Serial No.	Rear Area		Fwd. Area		Reason for Failing to Bomb Primary
	Air- borne	Not Air- borne	Air- borne	Not Air- borne	

462nd B.G. - cont'd

3362				X	Fuel transfer system inoperative
6299				X	Bad oil leak #1 engine
3386			X		#1 turbo out
6311			X		Prop blade possible engine change
6273				*	Engine and nacelle change
6285				*	Supercharger change
6248		X			SV. GP. - overhaul - 1/Parts indicators horizontal
6270		X			200 hr. insp., retraction test
6287		X			22ND A.D. - sheet metal repairs
6359		X			#4 engine change
6444		X			Plug chage #3 engine
TOTALS	0	5	6	11	

468th B.G.

3828	X				#2 engine running rough
6208	X				#2 engine throwing oil
6411	X				#2 prop runaway reset inoperative
6358			X		#4 exhaust stack blown & oil leak
6272			X		Couldn't transfer fuel
6370			X		#4 running rough & losing power
4504			X		Crashed after takeoff - total loss
6279				X	#2 engine cut out spark plug chnge
4494				X	Prop struck oil drum on taxi damaged prop
6265				X	Fluorescent instrument lights in- operative - re-wired system
4471				X	One shackle on bombbay tank became released
4469				X	#1 engine cut out - carb. changed
4525				X	Metal scrap on #1 sump plug - engine change
3415				X	Electrical system out - radar & misc. communications out
6217				*	Slow timing
6389				*	Stuck in mud
6390		X			#2 engine change
6409		X			2 engine changes - #3 supercharger change
4429		X			Fuel cell leak aileron change
4442		X			50 hour inspection
3356		X			#4 engine change
5208		X			#2 engine change
TOTALS	3	6	4	9	
GRAND TOTALS	8	26	19	32	

\* Aircraft not scheduled to participate in mission.

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By **JMB** NAPA Date **10/13/05**



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ANNEX

0

FIELD ORDERS

\* \* \* \* \*  
\* All Field Orders material in the \*  
\* following Annex, originally class- \*  
\* ified TOP SECRET, is hereby re- \*  
\* classified to SECRET ..... \*  
\* By authority CG. XX Bomber Command \*  
\* 4 Nov. 1974 JDG \*  
\* Date Initials \*  
\* \* \* \* \*

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SECRET

SECRET

Auth: CG, XX BC

Initials: \_\_\_\_\_

Date: 20 October 1944

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OF COMBAT ISSUE

XX Bomber Command

APO 213

20 October 1944 - 2000Z

CORRECTED COPY

FIELD ORDERS )

NUMBER 13 )

MAPS: AAF Aeronautical Charts, 1:1,000,000 #305, 306, 307, 308, 491, 492, 493, 494, 495.

(or) International Maps of the World, 1:1,000,000 CHU CHAI G, CHANGSHA, HANKOW, HANGANG, HAIFOU G, SHANGHAI, YAGUSAKI, KAGOSHIMA, COAST.

AAF Aeronautical Charts, 1:500,000 #386C, 386D, 388D, 492A, 493E.

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

Naval Aviation Charts, V-30 Series, 1:2,188,000 #16, 17.

Naval Aviation Chart, HO 5494.

1. a. (1) Hostile Ground Situation: See Annex No. 1, Intelligence.  
(2) Hostile Air 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 OMURA AIRCRAFT ASSEMBLY PLANT, OMURA, JAPAN: AAF Target No. 90.36-1627. See Annex No. 3 Radar Folder, and Annex No. 1, Intelligence.

ROUTE OUT: Designated 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.

- 1 -

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IP: OIJIMA ISLAND (32°34'N, 128°54'E)

ROUTE BACK: TARGET -- 33°12'N, 118°42'E -- LIANGSHAN AIRFIELD (30°42'N, 107°50'E) -- BASE AREA.

METHOD OF BOMBING: Twelve-plane formations in no case below 23,000 feet.

AXIS OF ATTACK: 73° Mag.

AIMING POINT: Large rectangular flat topped engine assembly building in the southeast corner of the old plant area.

3. a. The 40th Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 1754Z on D minus one, will bomb from 25,000 feet true.

ROUTE OUT: BASE AREA -- ANKANG AIRFIELD (32°35'N, 109°14'E) -- ASSEMBLY POINT #1 (33°42'N, 118°32'E) -- ASSEMBLY POINT #2 (32°02'N, 128°25'E) -- IP -- TARGET.

ASSEMBLY ALTITUDES: Assembly Point #1: Base altitude plus an even thousand feet; Assembly Point #2: 25,000 feet true.

BOMB LOAD:

- (1) Minimum of ten bombs per aircraft equipped with center section wing tanks.
  - (2) Minimum of eight bombs per aircraft not equipped with center section wing tanks.
  - (3) Both 500# GP (TNT or AMATOL filled) bombs, fused .1 second nose and .01 second tail, and 500# M-76 incendiary bombs, fused instantaneous nose and no-delay tail, will be carried in each aircraft, mixed in the ratio of two demos to one incendiary with the incendiaries loaded to release last.
- b. The 444th Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 1804Z on D minus one, will bomb from 26,000 feet true.

ROUTE OUT: BASE AREA -- ANKANG AIRFIELD (32°35'N, 109°14'E) -- ASSEMBLY POINT #1 (33°42'N, 118°32'E) -- ASSEMBLY POINT #2 (32°02'N, 128°25'E) -- IP -- TARGET

ASSEMBLY ALTITUDES: Assembly Point #1: Base altitude plus an odd thousand feet. Assembly Point #2: 26,000 feet true.

BOMB LOAD:

- (1) Minimum of eleven bombs per aircraft equipped with center section wing tanks.
- (2) Minimum of eight bombs per aircraft not equipped with center section wing tanks.

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- (3) Both 500# GP (TNT or AMATOL filled) bombs, fused .1 second nose and .01 second tail, and 500# M-76 incendiary bombs, fused instantaneous nose and non-delay tail, will be carried in each aircraft, mixed in the ratio of two demos to one incendiary with the incendiaries loaded to release last.

- c. The 462nd Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 1746Z on D minus one, will bomb from 23,000 feet true.

ROUTE OUT: BASE AREA -- ANKANG AIRFIELD (32°35'N, 109°14'E) --  
Assembly Point #1 (33°12'N, 118°42'E) -- ASSEMBLY POINT #2  
(32°02'N, 128°25'E) -- IP -- TARGET.

ASSEMBLY ALTITUDE: Assembly Point #1: Base altitude plus an even  
thousand feet; Assembly Point #2: 23,000 feet true.

BOMB LOAD:

- (1) Minimum of nine bombs per aircraft equipped with center section wing tanks.
- (2) Minimum of eight bombs per aircraft not equipped with center section wing tanks.
- (3) Both 500# GP (TNT or AMATOL filled) bombs, fused .1 second nose and .01 second tail, and 500# M-76 incendiary bombs, fused instantaneous nose and non-delay tail, will be carried in each aircraft, mixed in the ratio of two demos to one incendiary with the incendiaries loaded to release last.

- d. The 468th Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 1851Z on D Day, will bomb from 24,000 feet true.

ROUTE OUT: BASE AREA ---- ANKANG AIRFIELD (32°35'N, 108°14'E) -- AS-  
SEMBLY POINT #1 (33°12'N, 118°42'E) -- ASSEMBLY POINT #2  
(32°02'N, 128°25'E) -- IP -- TARGET.

ASSEMBLY ALTITUDE: Assembly point #1: Base altitude plus an odd  
thousand feet; Assembly Point #2: 24,000 feet true.

BOMB LOAD:

- (1) Minimum of ten bombs per aircraft equipped with center section wing tanks.
- (2) Minimum of eight bombs per aircraft not equipped with center section wing tanks.
- (3) Aimable cluster 500# M-17 incendiary bombs, fused for separation at 5000 feet, will be carried in each aircraft.

-2-

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- x. (1) Base altitude: 10,000 feet indicated.
- (2) Secondary target: POINT ISLAND storage facilities, SHANGHAI, AAF Target No. 83.1-113. See Annex No. 1, Intelligence, and Annex No. 3, Radar Folder.
- (3) Last Report Target: Dock Area and warehouses, HANKOW, AAF Target No. 93.8. See Annex No. 1, Intelligence, and Annex No. 3, Radar Folder.
- (4) Aircraft will move to the forward area beginning on D minus two.
- (5) Assigned bombing altitudes will be attained prior to reaching Assembly Point #2.
- (6) Strike photos will be obtained by as many aircraft as possible.
- (7) If instrument conditions prevail at assigned altitude at Assembly Point No. 1, aircraft will assemble in formation at Assembly Point #2.
- (8) All turns for assembly will be made to the left by the leaders and deputy leaders, to the right by all other aircraft.
- (9) After landing at CHENG TU on completing the mission, airplanes will be re-serviced immediately to a total of 3200 gallons of burnable gasoline and necessary engine oil and oxygen and will be kept on the alert during the remainder of the day. In case of enemy attack they will take off and return to the INDIA bases. In the event there is no attack they will take off on D plus one and return to the INDIA bases.
4. Administrative and Supply Details: See Administrative Order No. 6, dated 12 August 1944.
5. a. (1) Signal Communications: See Annex No. 2, Signal Instructions.
- (2) RCM: See Annex No. 4, RCM Instructions.
- b. Command Post: Forward Echelon Detachment, Headquarters, XX Bomber Command, APO 493.

By command of Major General LEMLY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

JOSEPH F. PRESTON  
Colonel, Air Corps  
Deputy Chief of Staff  
Operations

-4-

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ANNEXES:

- #1 - Intelligence
- #2 - Signal Instructions
- #3 - Radar Folder
- #4 - RCM Instructions

DISTRIBUTION:

- 1 - CG, Twentieth Air Force
- 1 CG, AAF, IBS, CBI, (Less Annex No. 3)
- 1 CG, Fourteenth Air Force (Less Annex No. 3)
- 1 CG, 312th Wing (F) (Less Annexes No. 3 & 4)
- 1 - CBI, AAF Evaluation Board
- 1 - CG, XX Bomber Command
- 1 - Chief of Staff, XX Bomber Command
- 1 - D/CS, Operations
- 2 - Chief, Intelligence Section
- 2 - Chief, Operations, Plans & Trng Section
- 3 - CO, 40th Bombardment Group
- 3 - CO, 444th Bombardment Group
- 3 - CO, 462nd Bombardment Group
- 3 - CO, 468th Bombardment Group
- 3 - CO, Fwd Ech Det, XX BC APO 493



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EXHIBITS TO ANNEXES

Mission No. 13

25 October 1944

Exhibits to annexes to Field Order No. 13 are listed below in sequences as used, with their approximate original size.

<u>Annex No.</u>	<u>Sequence</u>	<u>Title or Description</u>	<u>Approximate original size - inches</u>
1 (Intelligence)	1	Enemy Ground Situation	16 x 16
3 (Radar)	1	Probable appearance at point x (Omura)	8 x 16
	2	Probable appearance at point A (Omura)	8 x 16
	3	Probable appearance at point B (Omura)	8 x 16
	4	Probable appearance at point C (Omura)	8 x 16
	5	Radar scope photographs - Omura area	16 x 16
	6	Radar scope photographs - Nagasaki - Omura area	16 x 16
	7	Radar scope photographs - Hungtze Lake area - China	16 x 16
	8	Radar navigation map - Japan	16 x 16
	9	Radar approach chart - Japan	16 x 16
	10	Omura area aircraft facilities	16 x 16
	11	Probably appearance at point C (Shanghai)	8 x 16
	12	Radar approach chart - China (Shanghai)	16 x 16
	13	Probable appearance at point F (Hankow)	8 x 16
	14	Radar approach chart - China (Hankow)	16 x 16
	15	Radar scope photographs - Hankow area - China	8 x 16
	16	Probable appearance at point Y (Sasebo)	8 x 16

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\* By Auth of the C.G. \*  
\* XX Bomber Command \*  
\* 20 Oct 44 J. X. L. \*  
\* Date Initials \*  
\*\*\*\*\*

ANNEX NO. 1 TO FIELD ORDERS NO. 13, XX BOMB COMD

I. OPERATIONAL INTELLIGENCE

SECTION I: ENEMY GROUND SITUATION

For exact location of the Battle Line, see Exhibit A, "Navigator's Aid Chart", dated 21 October, 1944.

SECTION II: ENEMY ORDER OF BATTLE --SEA

Information of special concern to the mission will be disseminated by secret radio prior to the final mission briefing.

SECTION III: ENEMY ORDER OF BATTLE -- AIR

Refer to TOP SECRET letter dated 14 October 1944, subject: Air Estimate China and Japan. Any pertinent changes will be disseminated by secret radio prior to the final mission briefing. Anticipated interception is rated as moderate.

SECTION IV: ENEMY AIRCRAFT

For new types of enemy aircraft which might be encountered, see "Technical Air Intelligence Center Summary #5", dated September 1944.

SECTION V: ENEMY AIRFIELDS

Refer to "Provisional airfield list - Japan", dated 12 July 1944.

SECTION VI: ENEMY ANTI-AIRCRAFT

For radar warning nets and Flak information refer to "Flak Intelligence Bulletin No. J-1", dated 17 October 1944, and "Enemy Antiaircraft Defense Bulletin No. 5", dated 1 October 1944.

SECTION VII: EVASION AND ESCAPE

Refer to "Bulletins on Escape and Evasion". For Communist held area, see "Navigator's Aid Chart".

SECTION VIII: PRISONER OF WAR CAMPS

None known to be in Target Areas. Refer to "Japanese P.O.W. Camps", issued by P.O.W. Unit, XX Bomber Command and distributed in July.

SECTION IX: AIR SEA RESCUE

Details to be supplied at final briefing. No change in standard operating procedure -- see Signal Instructions.

SECTION X: NAVIGATOR'S AID CHART

A Navigator's Aid Chart, Exhibit A, has been provided, and two copies will be carried in each airplane -- one for the pilot and one for the navigator. This chart shows the battle line, radar warning nets, anti-aircraft emplacements, principal cities, and gives certain details on friendly airfields for use in emergency.

-1-

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II. TARGET INTELLIGENCE

SECTION XI: LIST OF VISUAL TARGET DATA

1. Primary Target: Omura Aircraft Plant

Objective Folder 90.36 (for briefing).  
XX Bomber Command Charts: C No. 21 (2nd edition), TC23,  
TC23A, PC23A.  
Target Model No. A40-2 (for briefing).  
Target Model Photos.  
Mosaic.  
Enlarged Mosaic (for briefing).

2. Secondary Target: Point Island Storage Area, Shanghai

Objective Folder 83.1 (for briefing).  
AAF Target Chart No. 83.1 - 108.  
Mosaic.

3. Last Resort Target: Dock Area, Hankow

Objective Folder 83.8 (for briefing).  
AAF Target Chart No. 83.8 - 140.  
Mosaic.

By command of MAJOR GENERAL LEMAY:

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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: SECRET :  
: Auth: CG XX BC :  
: Initials: W/m :  
: Date: 20 Oct 44: :  
: : : : : : : : : :

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ANNEX NUMBER 2 TO FIELD ORDER NUMBER 13, XX BOMBER COMMAND

SIGNAL INSTRUCTIONS

1. During the movement to and the return from the advance bases, communications will be normal, as for transport operations.

2. Communications will be in accordance with XX Bomber Command 100- series Memoranda, current SOI and Section VIII - Communications - Tactical Doctrine dated 4 October, 1944, except as noted in paragraph 3 below.

a. For CW contact with the Group air-to-ground stations, the following frequencies and call-signs are assigned:

<u>UNIT</u>	<u>PRIMARY</u>	<u>ALTERNATE</u>	<u>CALL SIGN</u>	<u>EMISSION</u>
40th Gp	8545 kcs	2675 kcs	7A3	A-1
444th Gp	8495 kcs	8230 kcs	3B8	A-1
462nd Gp	8310 kcs	2900 kcs	7D3	A-1
68th Gp	8260 kcs	2807.5 kcs	5D5	A-1

b. The Forward Area Aircraft Traffic Control Center at Hsinching will standby on the following frequencies, call sign and emission indicated, as an alternate station in the event aircraft cannot contact Group air-to-ground station:

<u>FREQUENCY</u>	<u>CALL SIGN</u>	<u>EMISSION</u>
5290 kcs	5X5	A-1
8920 kcs	5X5	A-1
12115 kcs	5X5	A-1
5588 kcs	SUGAR QUEEN	A-3
5945 kcs	SUGAR QUEEN	A-3
6800 kcs	SUGAR QUEEN	A-3

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

(1) 40th Bomb Group:

V U L G A R I Z E D  
1 2 3 4 5 6 7 8 9 0

(2) 444th Bomb Group:

W A N D E R L U S T  
1 2 3 4 5 6 7 8 9 0

(3) 462nd Bomb Group:

W O R S H I P F U L  
1 2 3 4 5 6 7 8 9 0

(4) 468th Bomb Group:

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

3. Air/Sea Rescue Procedure:

a. Rescue craft at designated locations, which will be announced at final briefing, will guard and transmit on 4475 kcs, using A-3 emission, and will also monitor 500 kcs.

b. Rescue craft will operate IFF Mark III equipment on code position 5, for use as a radar beacon after the ETA of the first aircraft over the target has passed.

c. Aircraft in distress over water will contact rescue craft using a call sign which will be given at final Briefing.

d. If ditching is necessary, aircraft should "home" on rescue craft, and ditch as near to it as possible. If it is apparent that ditching will not take place in the immediate vicinity of the rescue craft, aircraft will transmit the following message on 4475 kcs:

- (1) Number of miles from a geographical reference point (Reference point will be announced at final Briefing.)
- (2) Call sign of rescue craft.
- (3) True bearing of aircraft from geographical reference point.

- 2 -

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e. Assuming the call sign of the rescue craft to be "SALLY RAND", such a message might be:

THREE TWO SALLY RAND ONE ZERO EIGHT

f. At night, when rescue craft is searching for airplane and/or liferafts, one green Very star will be fired at intervals. Upon sighting this signal, aircrew members will, if possible, reply with one red Very star. The rescue craft will acknowledge by firing two green Very stars.

4. Airplane Commanders are cautioned not to rely on Japanese broadcast stations as a navigational aid.

5. False Grid number three (3) will be in effect.

6. Signal supply: no change.

7. Index 1-14 will be in effect.

By Command of MAJOR GENERAL LEMLY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Francis B. Morgan*  
FRANCIS B. MORGAN  
Major, Signal Corps  
Actg Chief, Communications Section

- 3 -

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Auth: CG XX BC  
Initials: JEM  
Date: 23 Oct 44

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ANNEX NUMBER 1 TO ANNEX NUMBER 2 TO FIELD ORDER NUMBER 13

XX BOMBER COMMAND  
SIGNAL INSTRUCTIONS

1. Paragraph 2.a. of annex number 2 to Field Order number 13 is amended as follows:

<u>UNIT</u>	<u>PRIMARY</u>	<u>ALTERNATE</u>	<u>CALL SIGN</u>	<u>EMISSION</u>
40th Group	8130 kcs	8545 kcs	7A3	A-1
444th Group	8495 kcs	2675 kcs	3B3	A-1

2. Paragraph 2.b. of annex number 2 to Field Order number 13 is amended as follows, delete:

<u>FREQUENCY</u>	<u>CALL SIGN</u>	<u>EMISSION</u>
5290 kcs	5X5	A-1

By Command of MAJOR GENERAL LEMAY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Francis B. Moran*  
FRANCIS B. MORAN  
Major, Signal Corps  
Actg. Chief Communication Section

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.Auth: CG XX BC.  
.Initials      
.Date 20 Oct 44

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ANNEX NO. 3 TO FIELD ORDERS NUMBER 13, XX BOMBER COMMAND

RADAR FOLDER

1. Lead Crew radar operators, using the AN/APQ-13, will employ the standard radar-bombsight procedure against the target. Lead and deputy lead radar operators will operate radar equipment continuously. All other radar operators will operate the equipment periodically as a navigational aid and for the purpose of taking scope photographs. These operators will switch the AN/APQ-13 to "Stand By" on the bombing run if the lead or deputy lead aircraft signal interference difficulty.
2. Radar scope photographs will be taken as presently prescribed, at approximately one-mile intervals while on the bomb run, at the instant of bomb release, and at approximately one-mile intervals after leaving the target.
3. The SCR-729 and SCR-695 will be operated in accordance with the Tactical Doctrine and the current SOI in effect on the date of the mission. In addition, the SCR-729 may be used to home on IFF installed in air-sea rescue craft when necessary.
4. The final rendezvous point is the DAIJO ARCHIPELAGO, located at  $32^{\circ} 02' N$  and  $128^{\circ} 25' E$ . From this point, all aircraft will fly a course of  $43^{\circ} N$  to the I.P., OJIMA ISLAND, located at  $32^{\circ} 34' N$  and  $128^{\circ} 54' E$ . Scope drawing "X", six (6) miles from the I.P. and on this course has been furnished for study. From the I.P. all aircraft will fly a course of  $73^{\circ} N$  to the target, the OMURA AIRCRAFT PLANT, located at  $32^{\circ} 55' N$  and  $129^{\circ} 56' E$ . Three (3) scope drawings, "A", "B", and "C" at forty (40), sixteen (16) and six (6) miles respectively from the target, have been furnished for study on this approach.
5. The course to the OMURA AIRCRAFT PLANT, located on the far shore of OMURA BAY, passes directly over the center of MINO ISLAND, which is located on course about one (1) mile before the target. With the proper combination of gain, tilt and intensity, the target will appear at a distance of over fifty (50) miles. MINO ISLAND will appear as a separate and distinct signal from the target at over forty (40) miles. The radar aiming point is the shore line edge of the target return, with the aircraft on course and passing directly over the center of MINO ISLAND.

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6. Two (2) radar navigation maps, scale 1:250,000 and 1:1,000,000, an OMURA photo mosaic and three (3) sheets "A", "B" and "C" of actual scope photographs, in addition to the predicted drawings, are furnished for detailed study (Sheet "C" not inclosed, will be furnished prior to take-off). Photograph sheets "A" and "B" are of the OMURA and SASSEBO areas. Particular attention will be given to the appearance of the target from several headings and of other distinguishing features. Note especially that the center neck of HINO ISLAND disappears at close range, giving the appearance of two (2) distinct islands.

7. Photograph sheet "C" contains scope photographs of HUNGTZE LAKE and of the China Coast. The north shore of HUNGTZE LAKE at  $33^{\circ} 42' N$  and  $118^{\circ} 32' E$  is a turning point for the 40th and 444th Bomb Groups. This is approximately at the northern sharp bay of the lake as it appears on the scope photograph. The south shore of HUNGTZE LAKE at  $33^{\circ} 12' N$  and  $118^{\circ} 42' E$  is a turning point for aircraft of the 462nd and 468th Bomb Groups. Particular attention will be paid to discrepancies between the map and the scope photographs, which show that the map is incorrectly plotted.

8. The alternate target is the SASSEBO AIRCRAFT FACTORY located at  $33^{\circ} 09' N$  and  $129^{\circ} 45' E$ . This target is 64.5 statute miles on a heading of  $56^{\circ} H$  from the I.P., OIJIMA ISLAND. Predicted drawing "Y", 12 miles from the target on the optimum radar approach of  $315^{\circ} H$  will be furnished, prior to take-off, for detailed study. If the attack is made on this heading the radar aiming point is to be the shore line edge of the target return. The scope photograph sheets and the radar navigation maps of Exhibit "A" cover this target to some extent and will be carefully studied.

9. The Secondary target is POINT ISLAND STORAGE, SHANGHAI, located at  $31^{\circ} 17' N$  and  $121^{\circ} 33' E$ . Predicted scope drawing "C" - "Shanghai", on an axis of  $282^{\circ} H$  at eleven (11) miles from the target, has been furnished for study. An additional radar navigational map, scale 1:500,000 is also furnished.

10. The last resort target is the DOCK AREA and WAREHOUSES, HANKOW, located at  $30^{\circ} 35' N$  and  $114^{\circ} 17' E$ . A radar navigation map, scale 1:250,000, and predicted scope drawing "F" on an axis of  $208^{\circ} H$  at 12 miles from the target are furnished for detailed study. It will be noted that the river will appear closed, at

-2-

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a distance, while on this or the reciprocal heading. A scope photograph sheet "HINOKI-A" will be furnished, prior to take-off for additional study.

By Command Of MAJOR GENERAL LESLY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

FRANCIS B. MORGAN  
Major, Sig Corps  
Actg Communications Officer

Exhibits:

- "A" - Scope Drawings "A", "B", "C" and "X", Scope Photograph Sheets "A", "B" and "C", Photo Mosaic, and two (2) radar navigation maps (Photo Sheet "C" to be furnished prior to take-off) for:  
ONURA AIRCRAFT PLANT, ONURA, JAPAN 90.36 - 1627
- "B" - Scope Drawing "Y" (to be furnished prior to take-off) for  
SASEBO AIRCRAFT FACTORY, SASEBO, JAPAN. 90.36 - 834
- "C" - Scope Drawing "C" and radar navigation map for:  
POINT ISLAND STORAGE, SHANGHAI, CHINA. 83.1 - 113
- "D" - Scope Drawing "D", radar navigation map and Scope Photograph Sheet "A" (Photo Sheet "A" to be furnished prior to take-off) for:  
DOCK AREA and WAREHOUSES, HANKOW, CHINA. 93.8

-3-

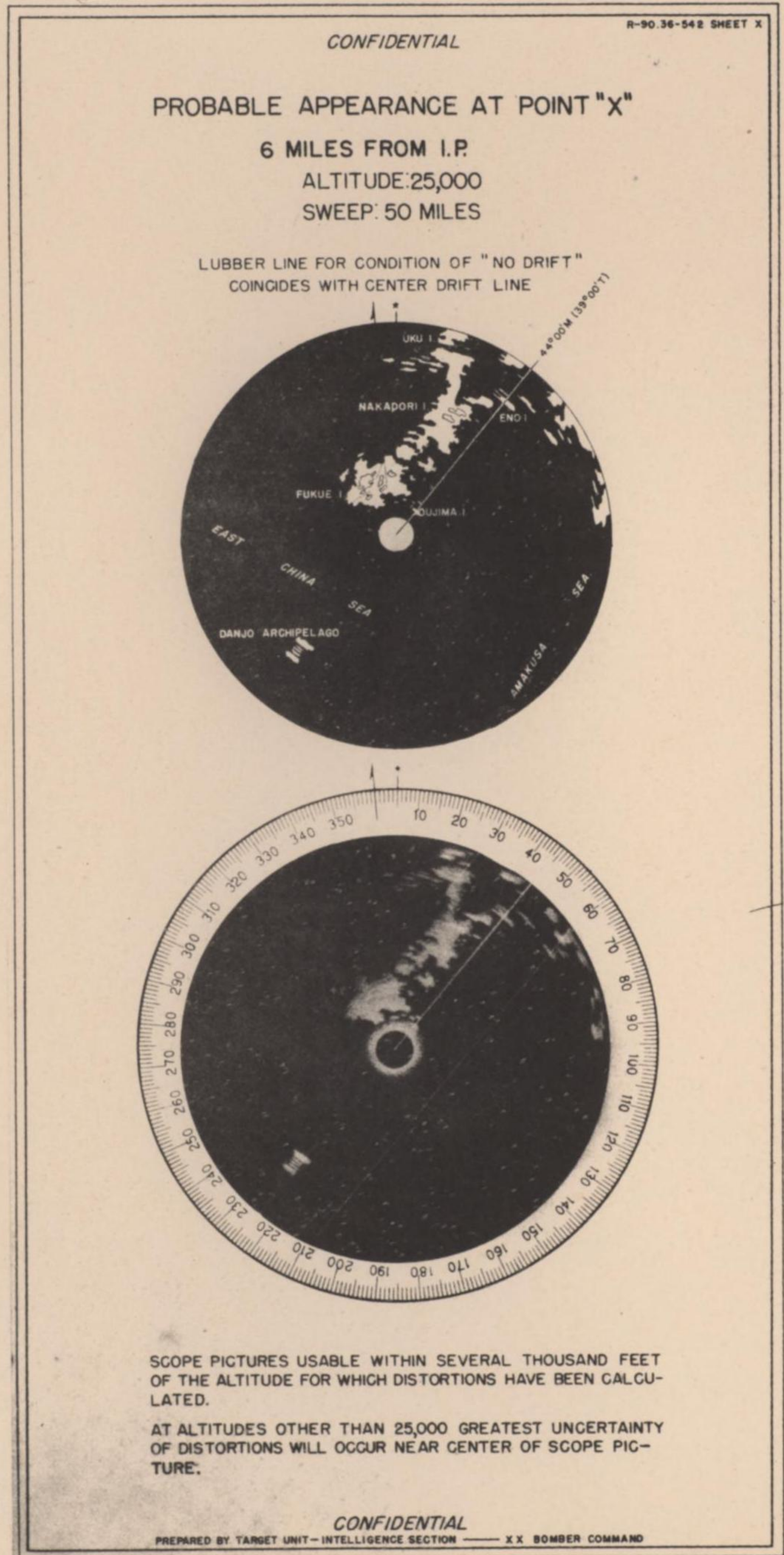
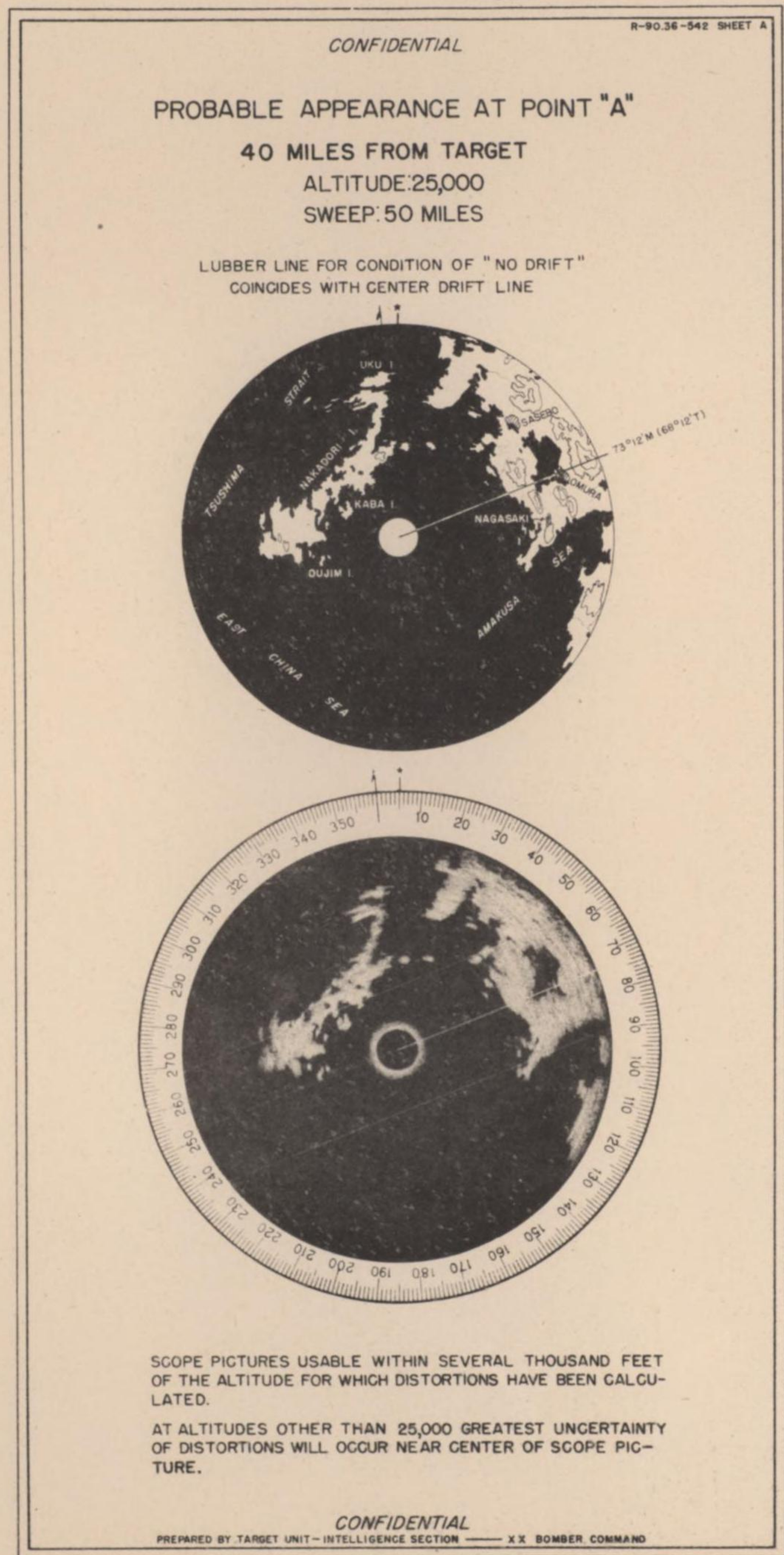
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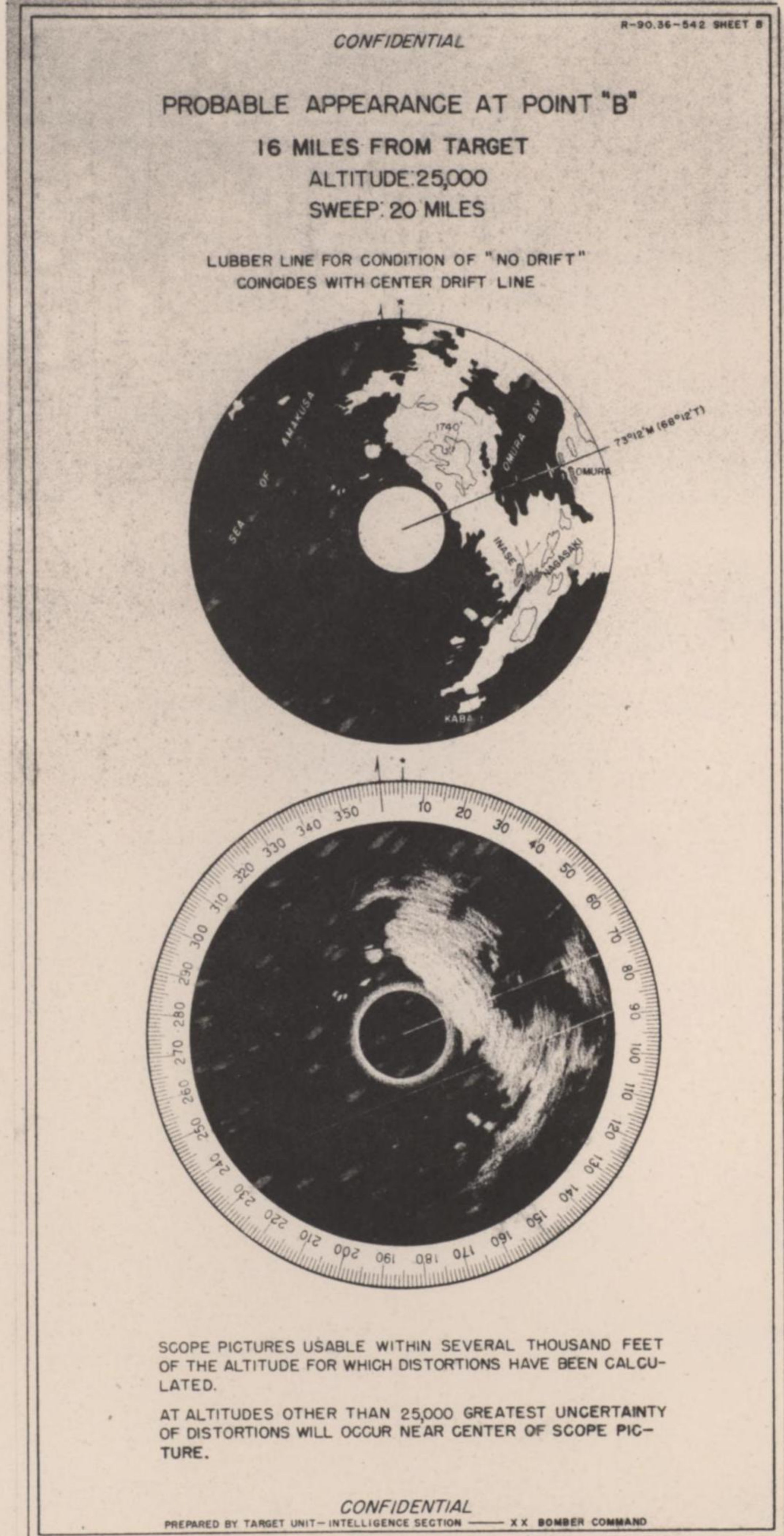
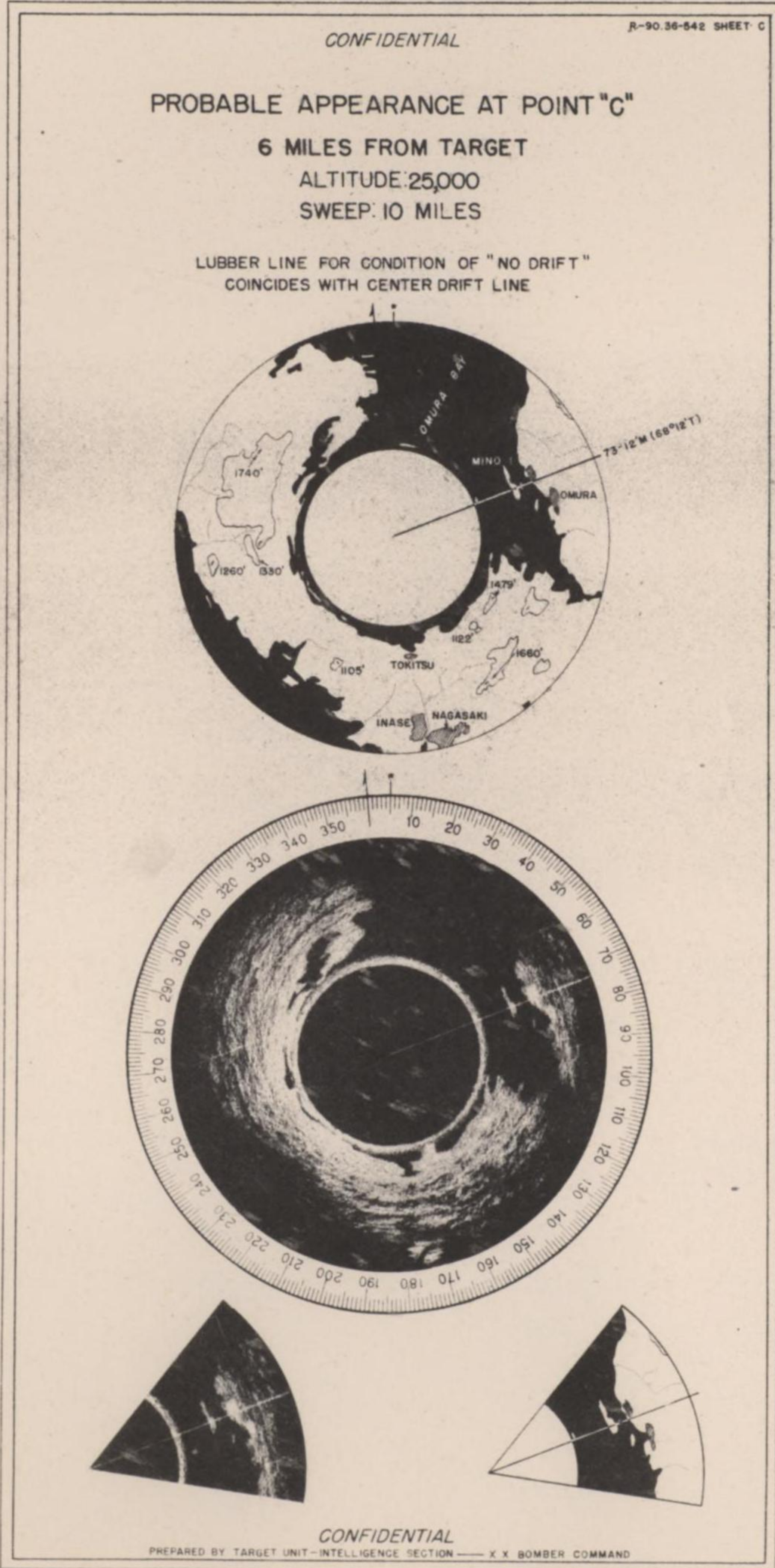
Authority NND 760063

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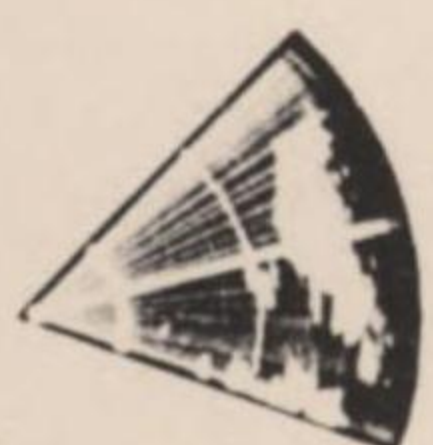




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R-90.36-1627 SHEET A

### RADAR SCOPE PHOTOGRAPHS OMURA AREA — JAPAN



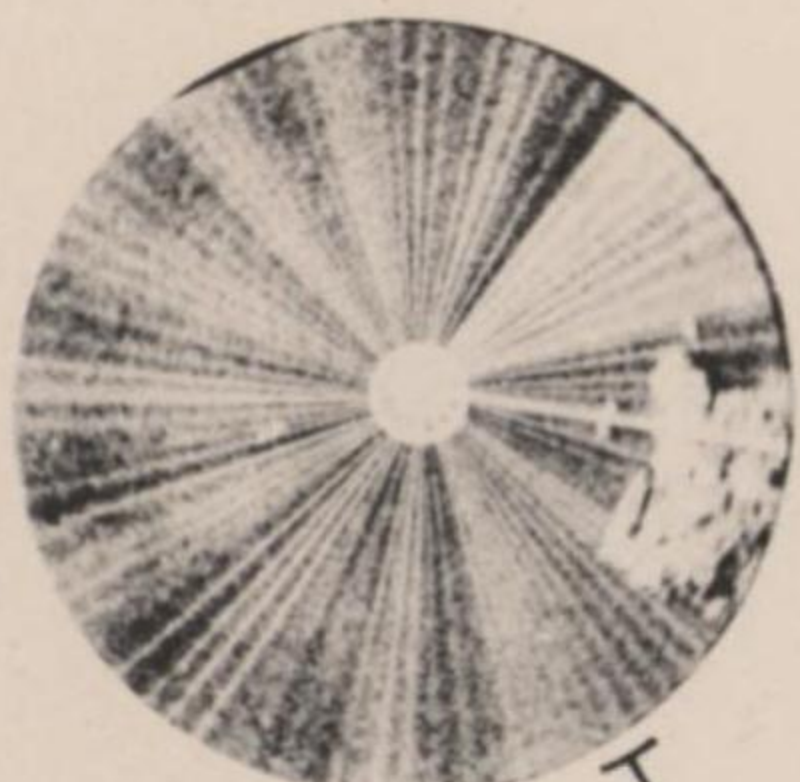
10 MILE SWEEP  
COURSE 83°15' M (78°00' T)  
7.5 MILES FROM TARGET  
ALTITUDE: 14,000'



10 MILE SWEEP  
COURSE 84°15' M (79°00' T)  
5.5 MILES FROM TARGET  
ALTITUDE: 14,000'



10 MILE SWEEP  
COURSE 84°15' M (79°00' T)  
4 MILES FROM TARGET  
ALTITUDE: 14,000'



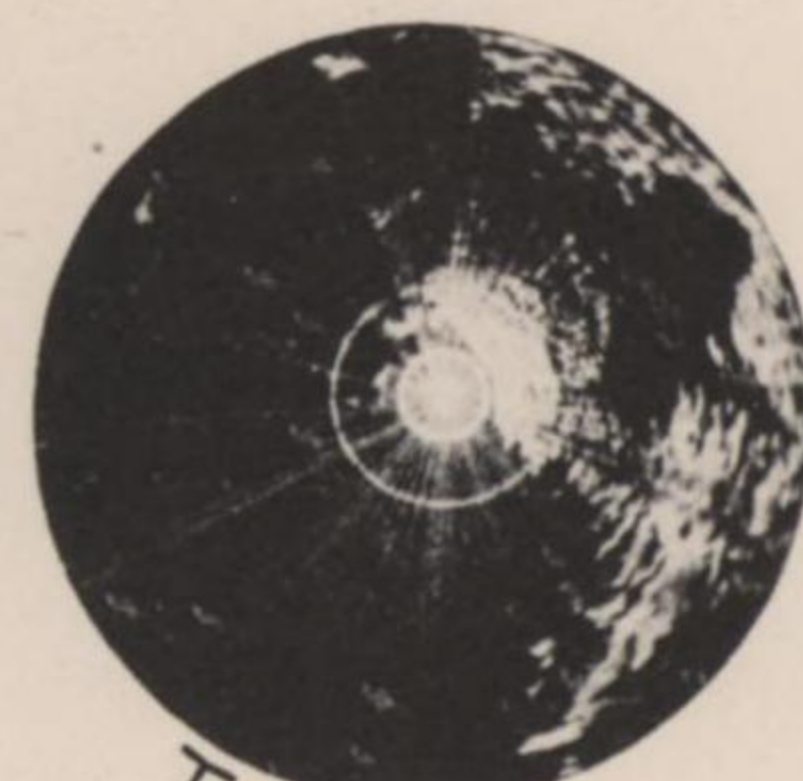
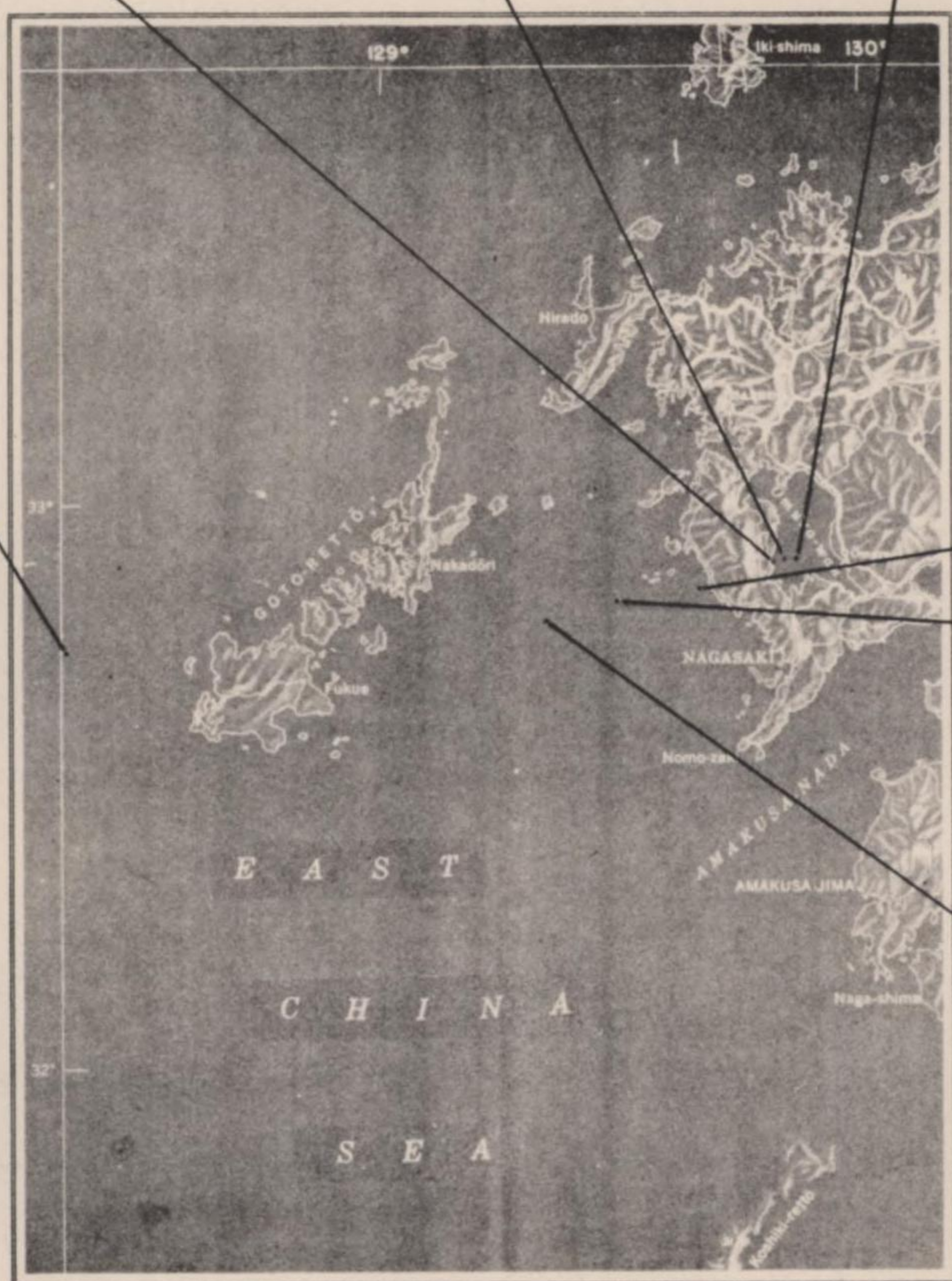
20 MILE SWEEP  
COURSE 105°15' M (100°00' T)  
ALTITUDE: 15,000'



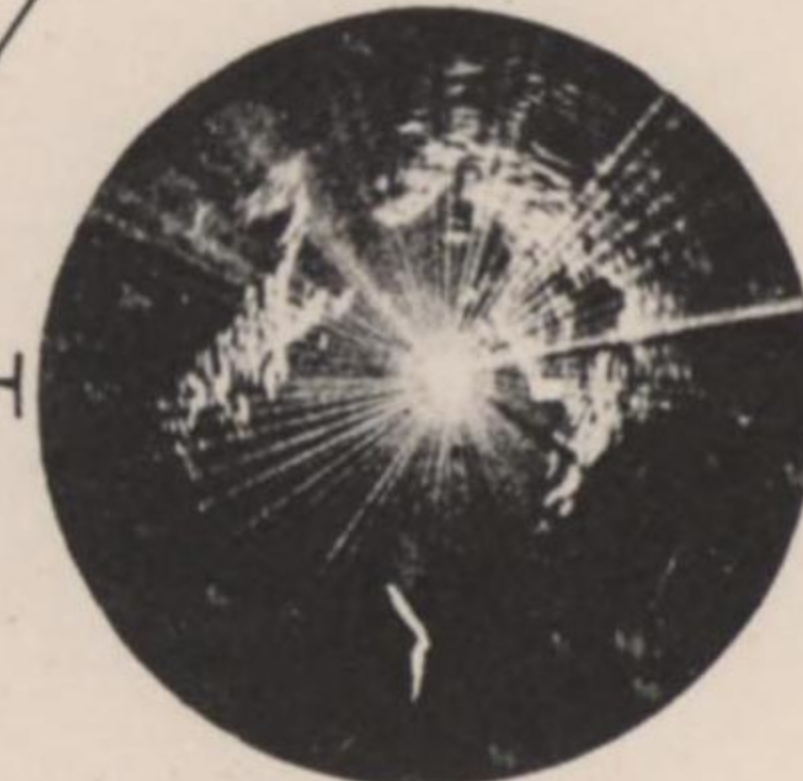
50 MILE SWEEP  
COURSE 105°15' M (100°00' T)  
ALTITUDE: 15,000'



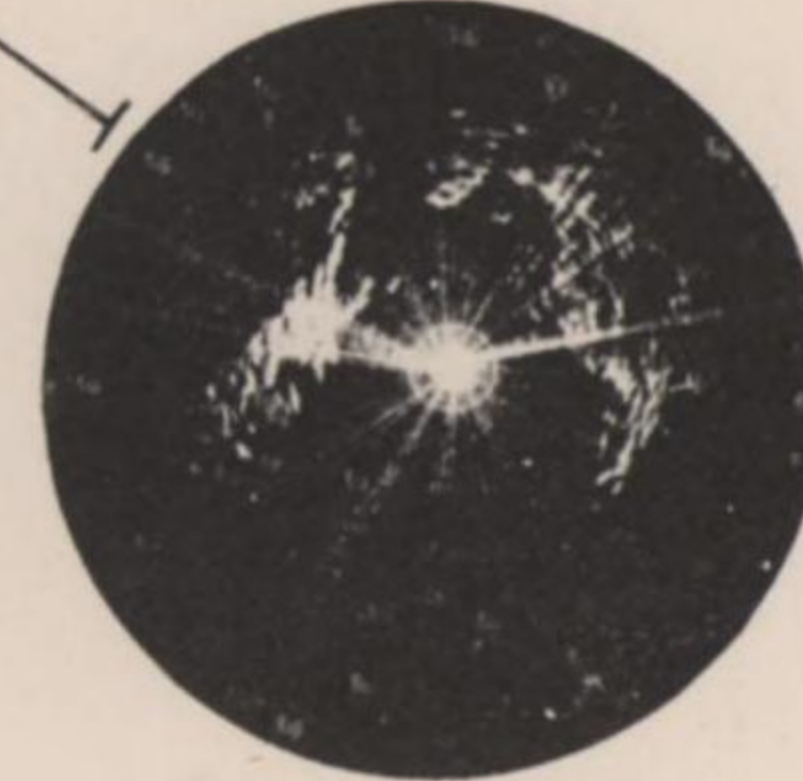
50 MILE SWEEP  
COURSE 105°15' M (100°00' T)  
ALTITUDE: 15,000'  
SAISHU I OFF MAP AT 10-1 O'CLOCK



20 MILE SWEEP  
COURSE 82°15' M (77°00' T)  
15 MILES FROM TARGET  
ALTITUDE: 14,000'



50 MILE SWEEP  
COURSE 83°15' M (78°00' T)  
23 MILES FROM TARGET  
ALTITUDE: 15,000'



50 MILE SWEEP  
COURSE 83°15' M (78°00' T)  
31 MILES FROM TARGET  
ALTITUDE: 15,000'

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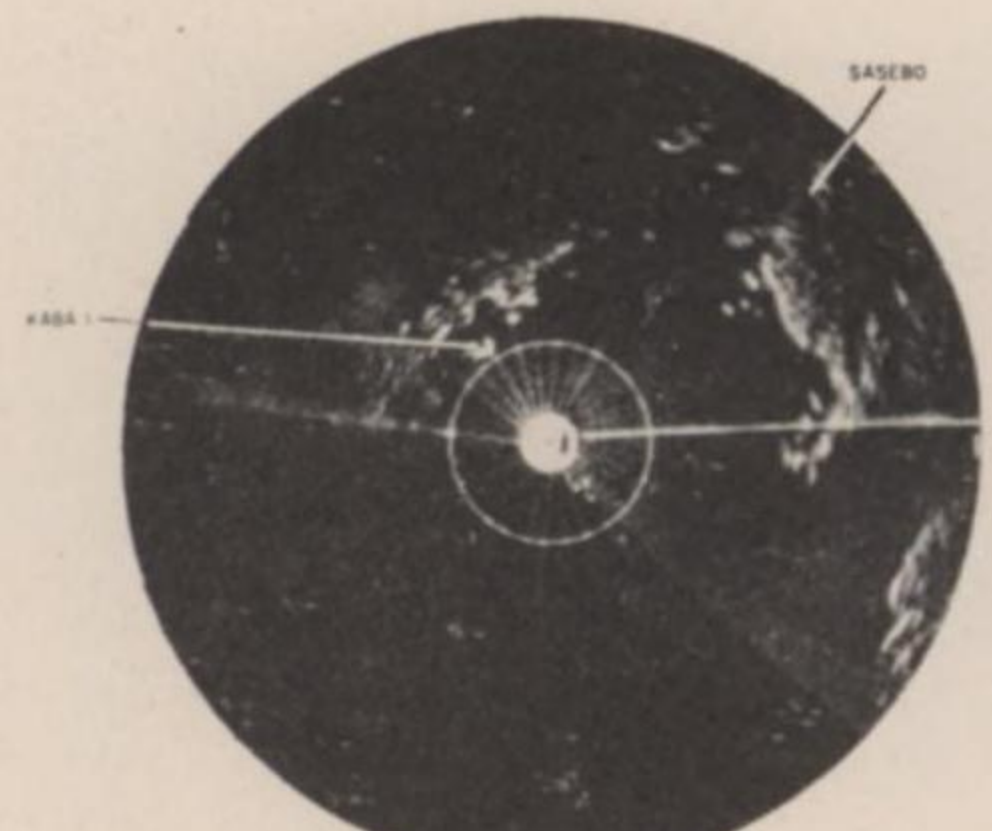
By JAB NAPA Date 10/13/05



SECRET

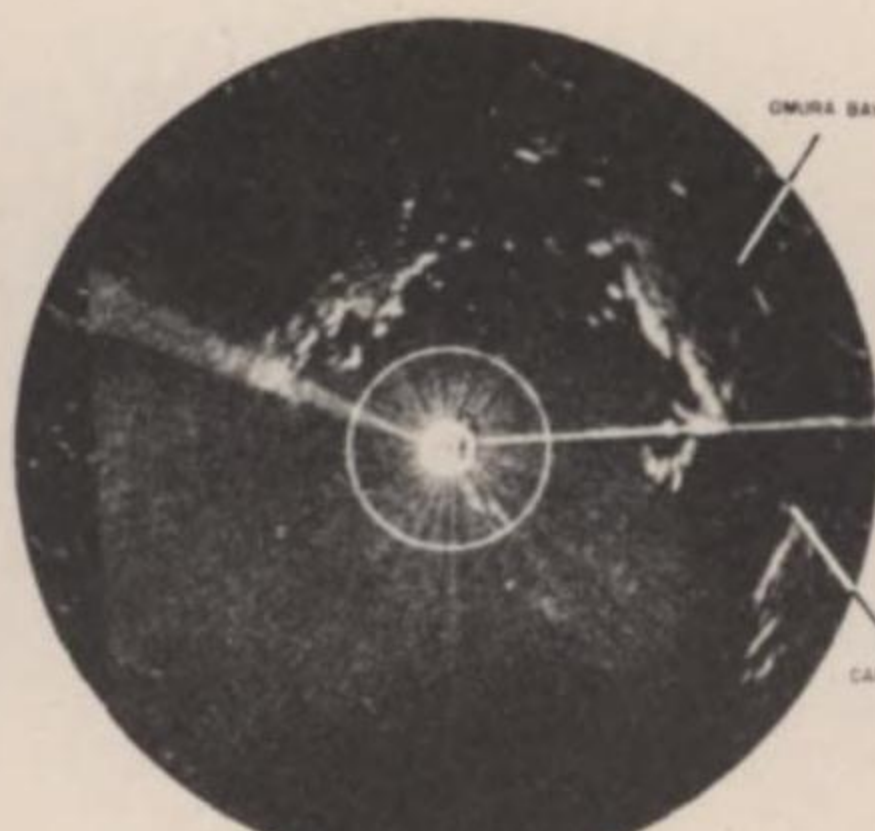
R-90.36-1627 SHEET B

### RADAR SCOPE PHOTOGRAPHS NAGASAKI, OMURA AREA - JAPAN



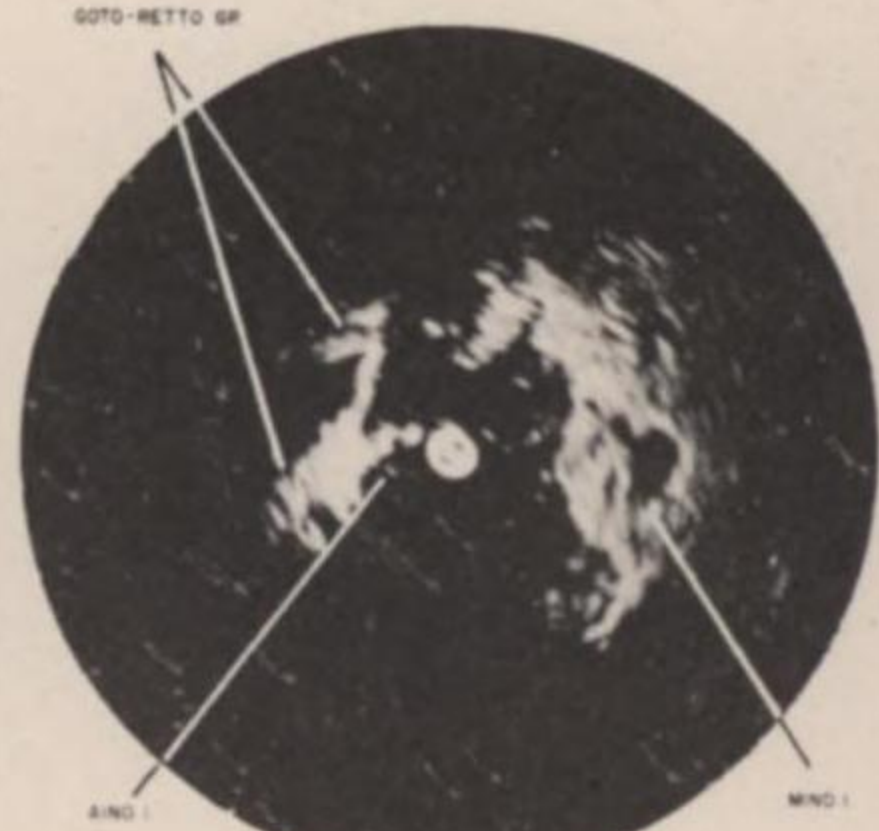
OMURA-63°15'M (58°00'T)  
SWEEP 50 MILES  
ALTITUDE: 18,000'

32°32'N  
129°13'E



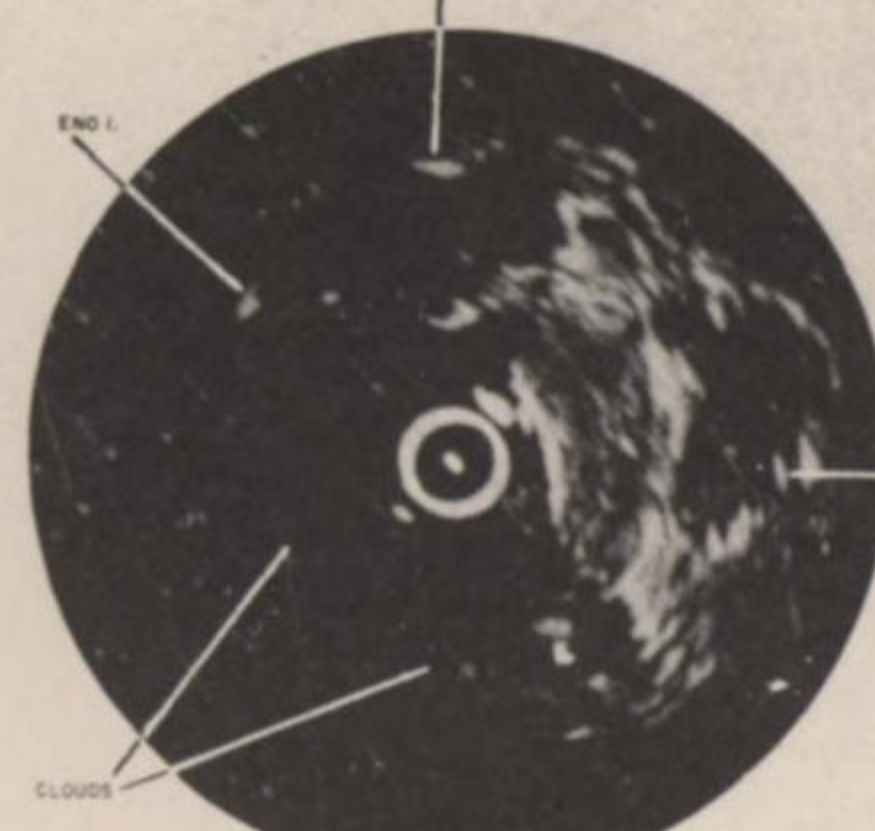
OMURA-64°15'M (59°00'T)  
SWEEP 50 MILES  
ALTITUDE: 18,000'

32°33'N  
129°15'E



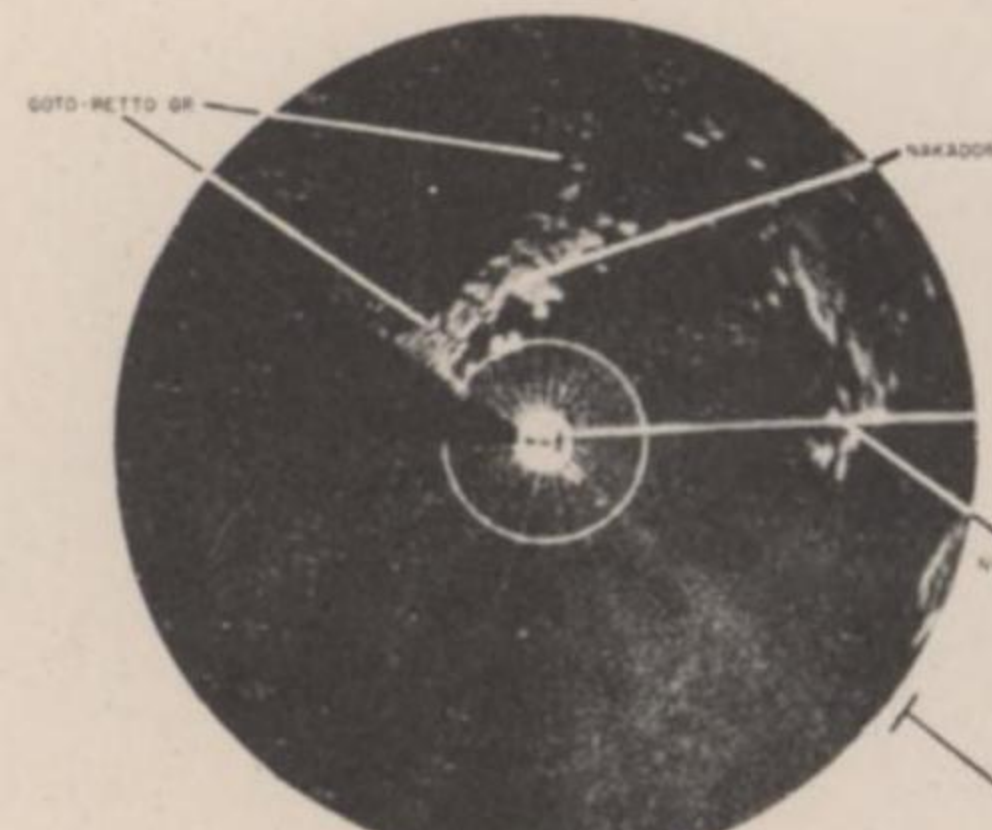
OMURA-98°15'M (93°00'T)  
SWEEP 50 MILES  
ALTITUDE: 15,000'

32°37'N  
129°17'E



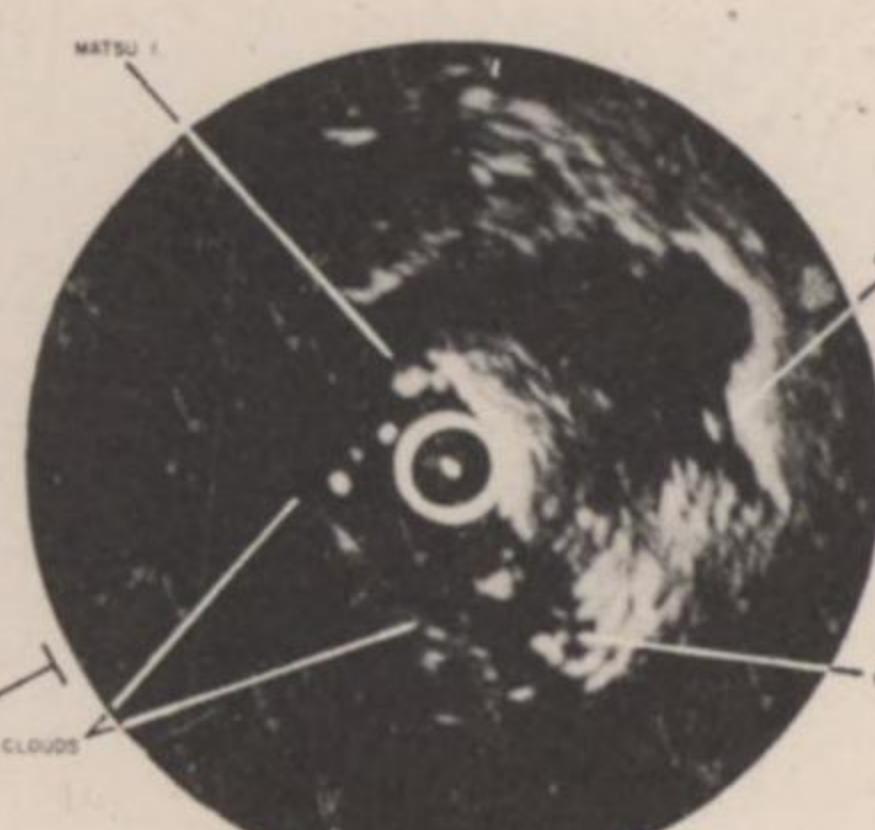
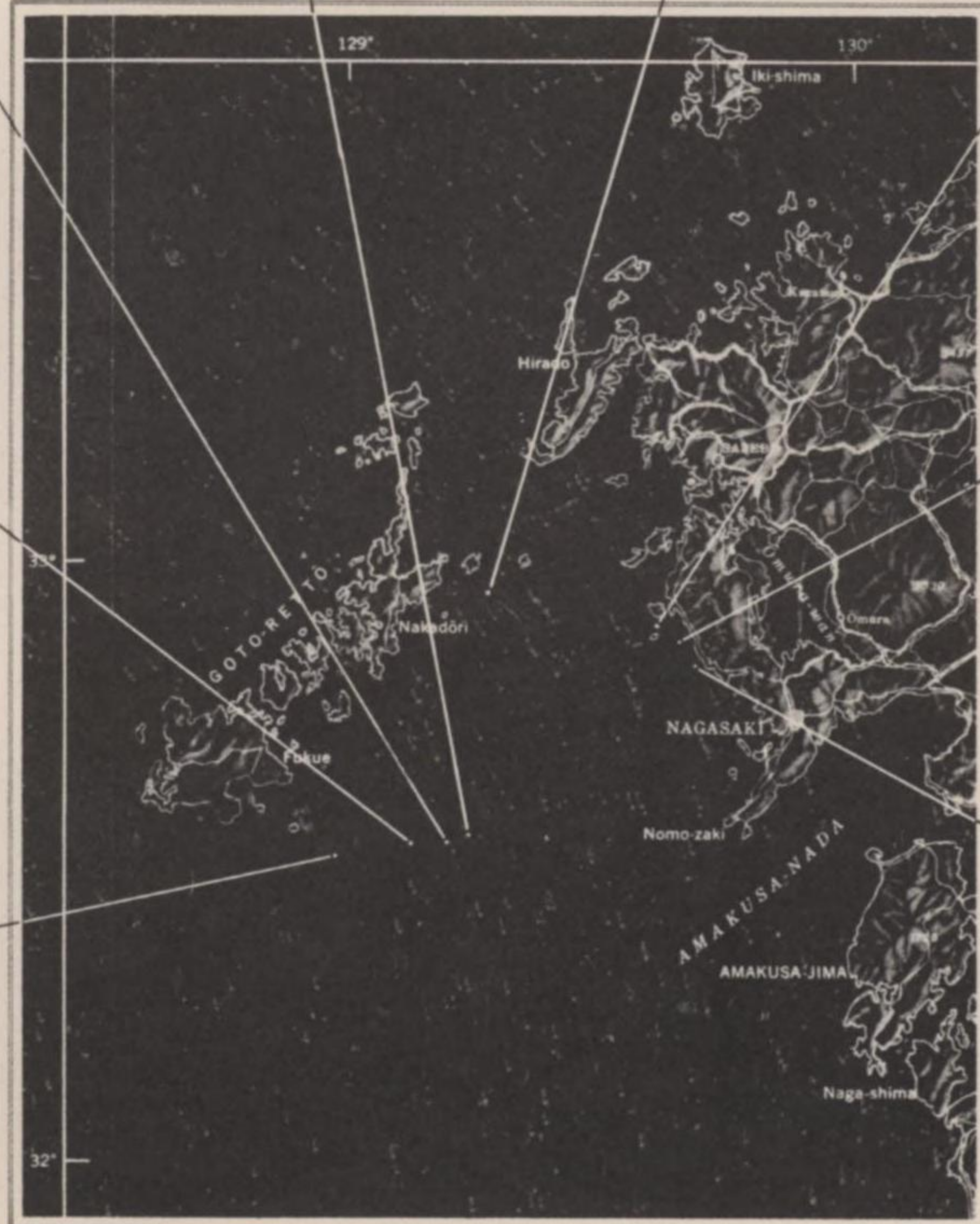
OMURA-90°15'M (85°00'T)  
SWEEP 20 MILES  
ALTITUDE: 15,000'

32°52'N  
129°36'E



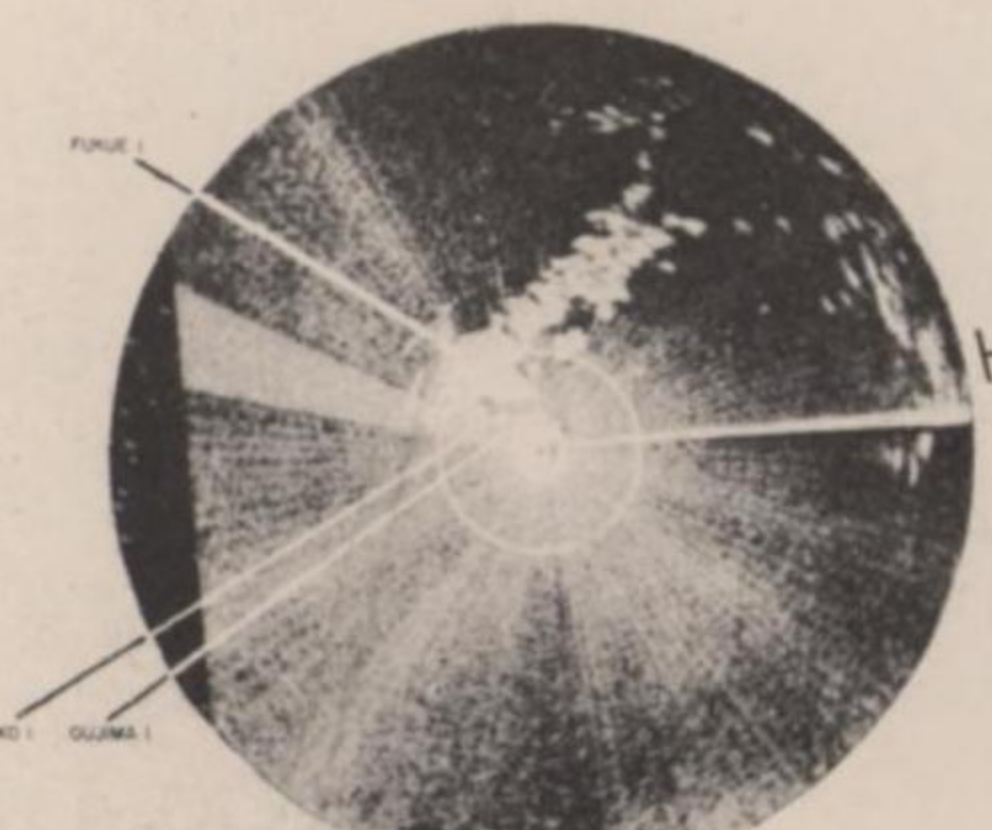
OMURA-65°45'M (60°30'T)  
SWEEP 50 MILES  
ALTITUDE: 18,000'

32°32'N  
129°09'E



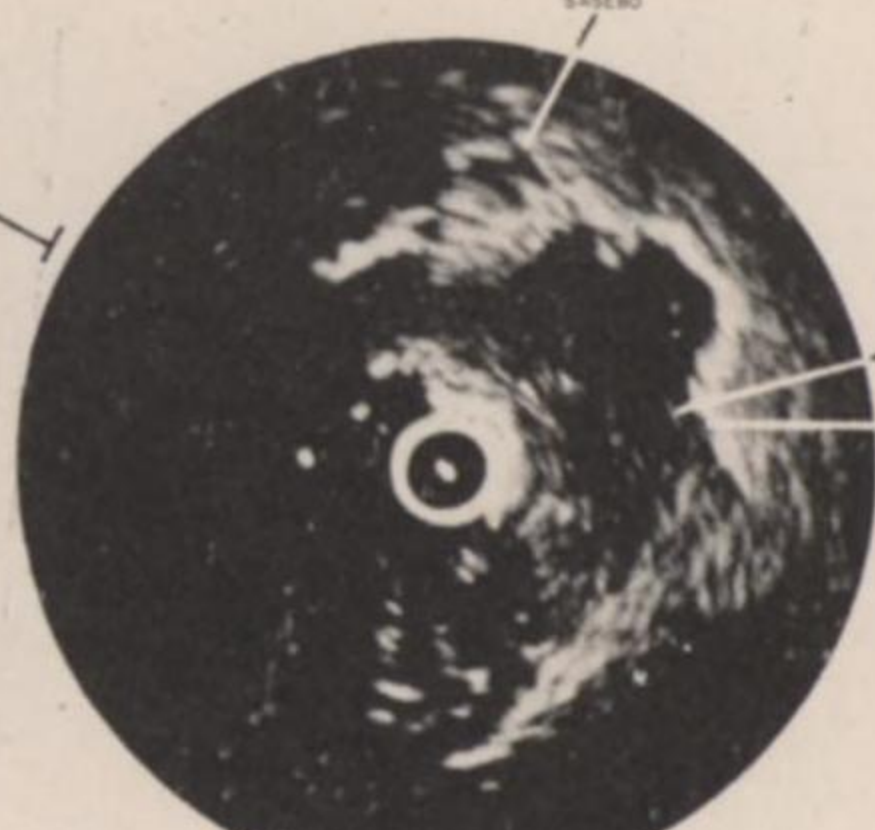
OMURA-84°15'M (79°00'T)  
SWEEP 20 MILES  
ALTITUDE: 15,000'

32°52'N  
129°39'E



OMURA-69°15'M (64°00'T)  
SWEEP 50 MILES  
ALTITUDE: 18,000'

32°31'N  
128°58'E



OMURA-74°15'M (69°00'T)  
SWEEP 20 MILES  
ALTITUDE: 15,000'

32°50'N  
129°41'E

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By **JAB** NAPA Date **10/13/05**



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SHEET A

### RADAR SCOPE PHOTOGRAPHS HUNG-TSE LAKE AREA-CHINA



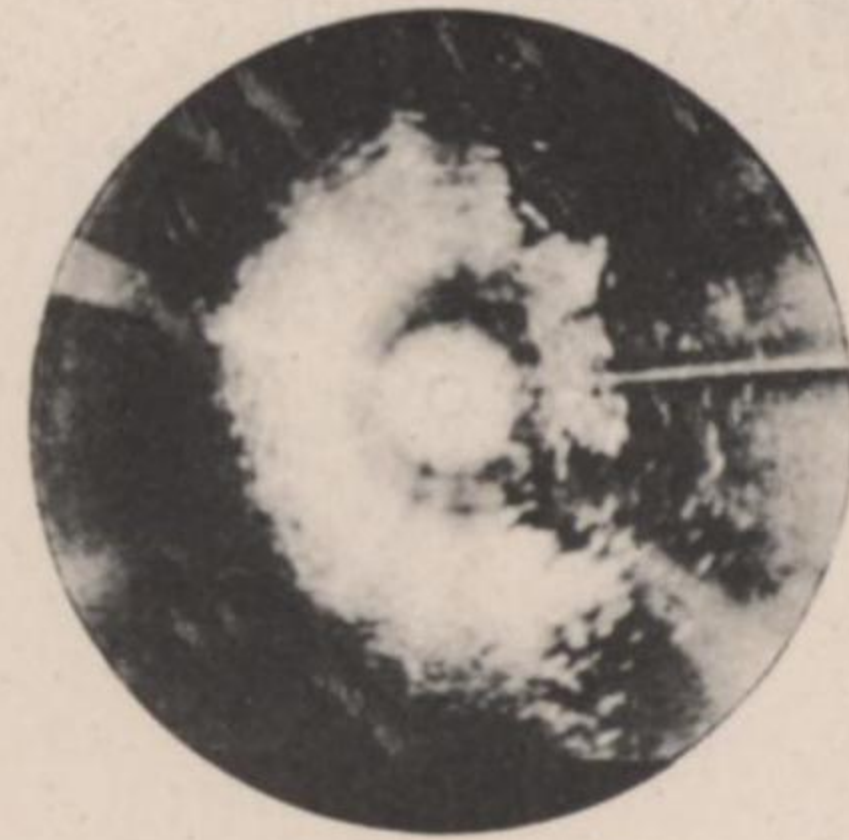
HEADING 254°M(250°T)  
SWEEP 20 MILES  
ALTITUDE-10,000

33°20'N  
118°50'E



HEADING 279°M(275°T)  
SWEEP 50 MILES  
ALTITUDE-14,000

33°46'N  
118°43'E

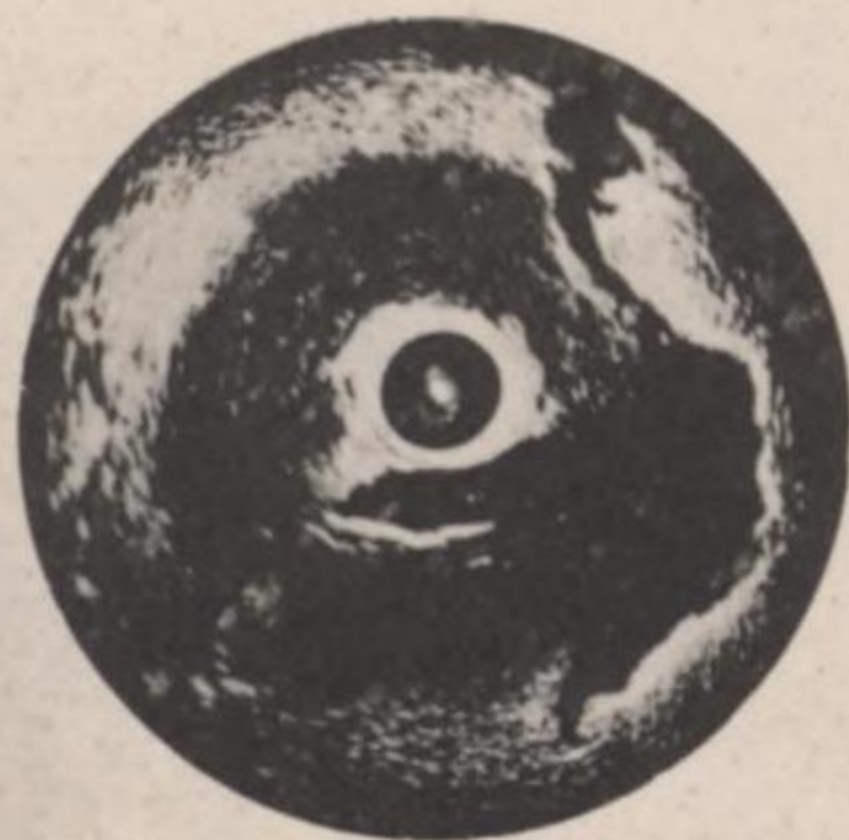


HEADING 86°M(82°T)  
SWEEP 50 MILES  
ALTITUDE-7,500

33°59'N  
120°00'E

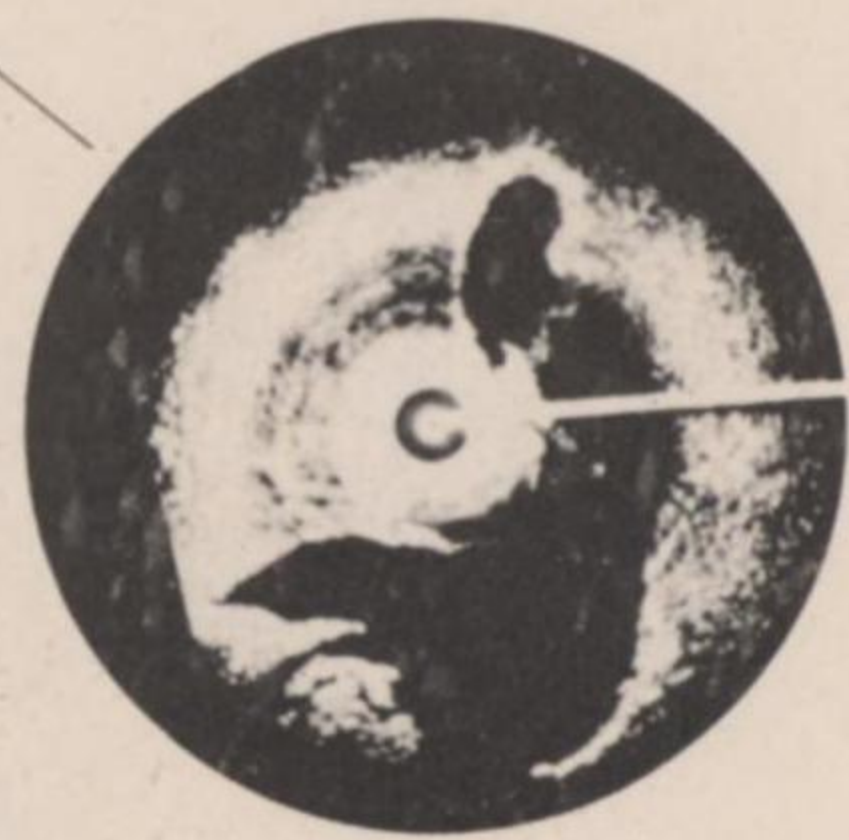


• ALL LOCATIONS APPROXIMATE •  
• WATER AREA VARIABLE •



HEADING 90°M(86°T)  
SWEEP 20 MILES  
ALTITUDE-15,000

33°28'N  
118°17'E



HEADING 90°M(86°T)  
SWEEP 20 MILES  
ALTITUDE-15,000

33°28'N  
118°23'E

SECRET

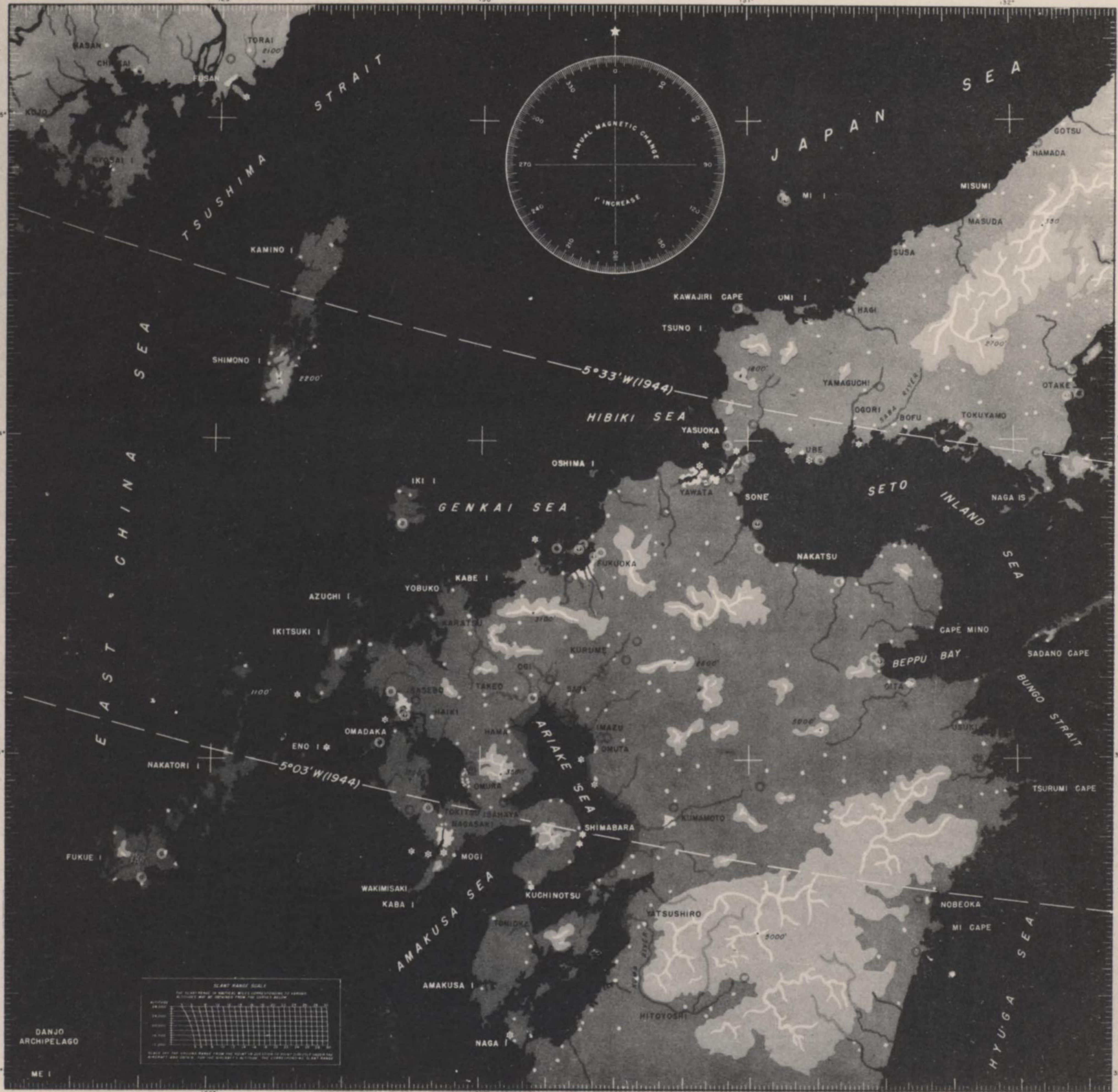
PREPARED BY TARGET UNIT-INTELLIGENCE SECTION — XX BOMBER COMMAND

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By JMB NAPA Date 10/13/05



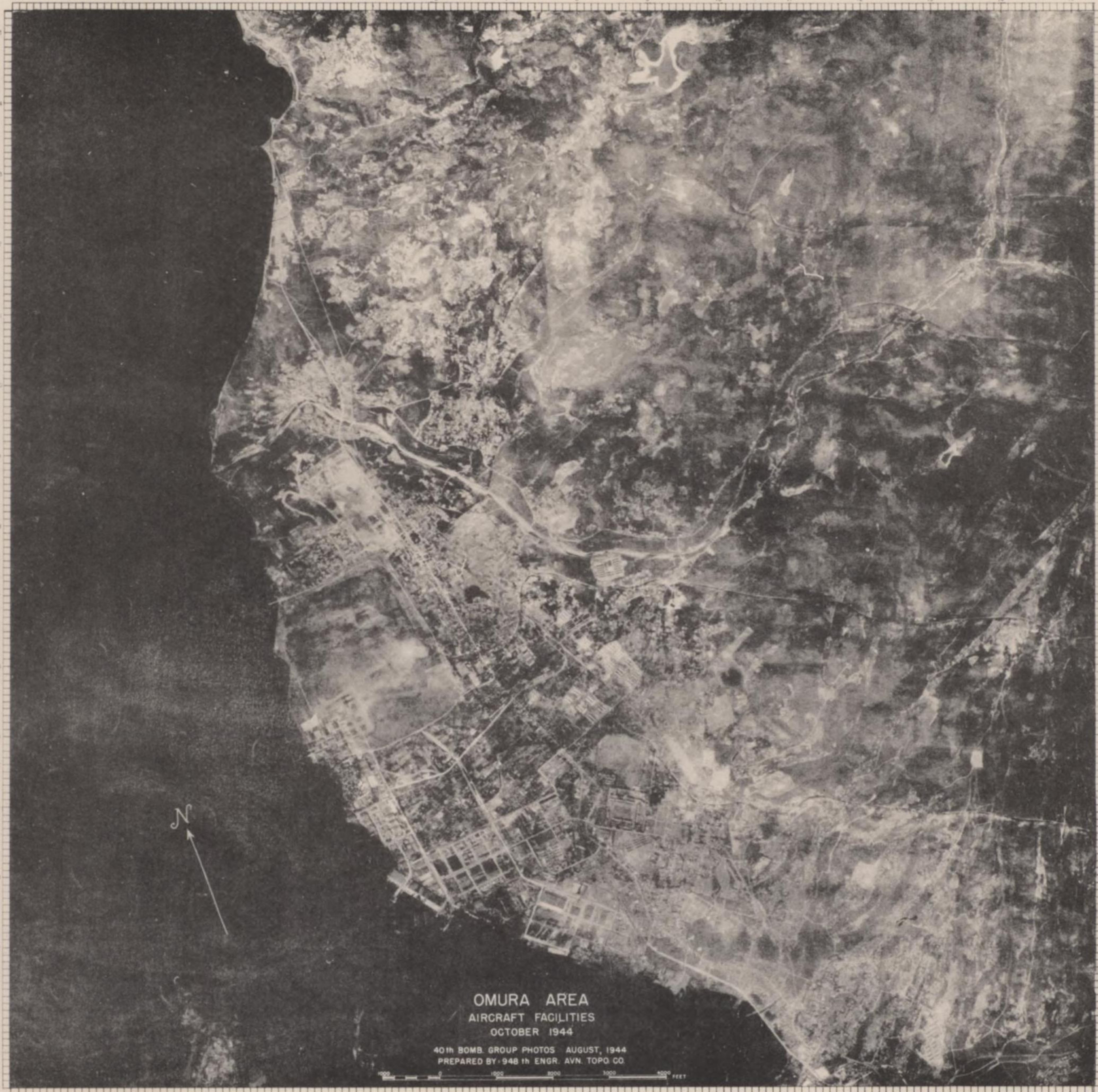






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 By JAB NAPA Date 10/13/05





OMURA AREA  
AIRCRAFT FACILITIES

OCTOBER 1944

40th BOMB GROUP PHOTOS AUGUST, 1944  
PREPARED BY 948th ENGR. AVN. TOPO. CO.



**CONFIDENTIAL** R-90.36-843 SHEET Y

**PROBABLE APPEARANCE AT POINT "Y"**  
 12 MILES FROM TARGET  
 ALTITUDE: 25,000  
 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 25,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

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 PREPARED BY TARGET UNIT-INTELLIGENCE SECTION XX BOMBER COMMAND

**SECRET**

**PROBABLE APPEARANCE AT POINT "C"**  
 11 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**  
 PREPARED BY TARGET UNIT-INTELLIGENCE SECTION-XX BOMBER COMMAND REPRODUCED BY 307TH ENGR AVN REGT





TARGET UNIT - INTELLIGENCE SECTION  
XX BOMBER COMMAND

RESTRICTED

STATUTE MILES  
NAUTICAL MILES  
SCALE 1:500,000

RESTRICTED

PRODUCED BY  
948TH ENGR AVN TROOP CO  
15 SEPTEMBER 1944  
REPRODUCED BY  
930TH ENGR AVN REGT



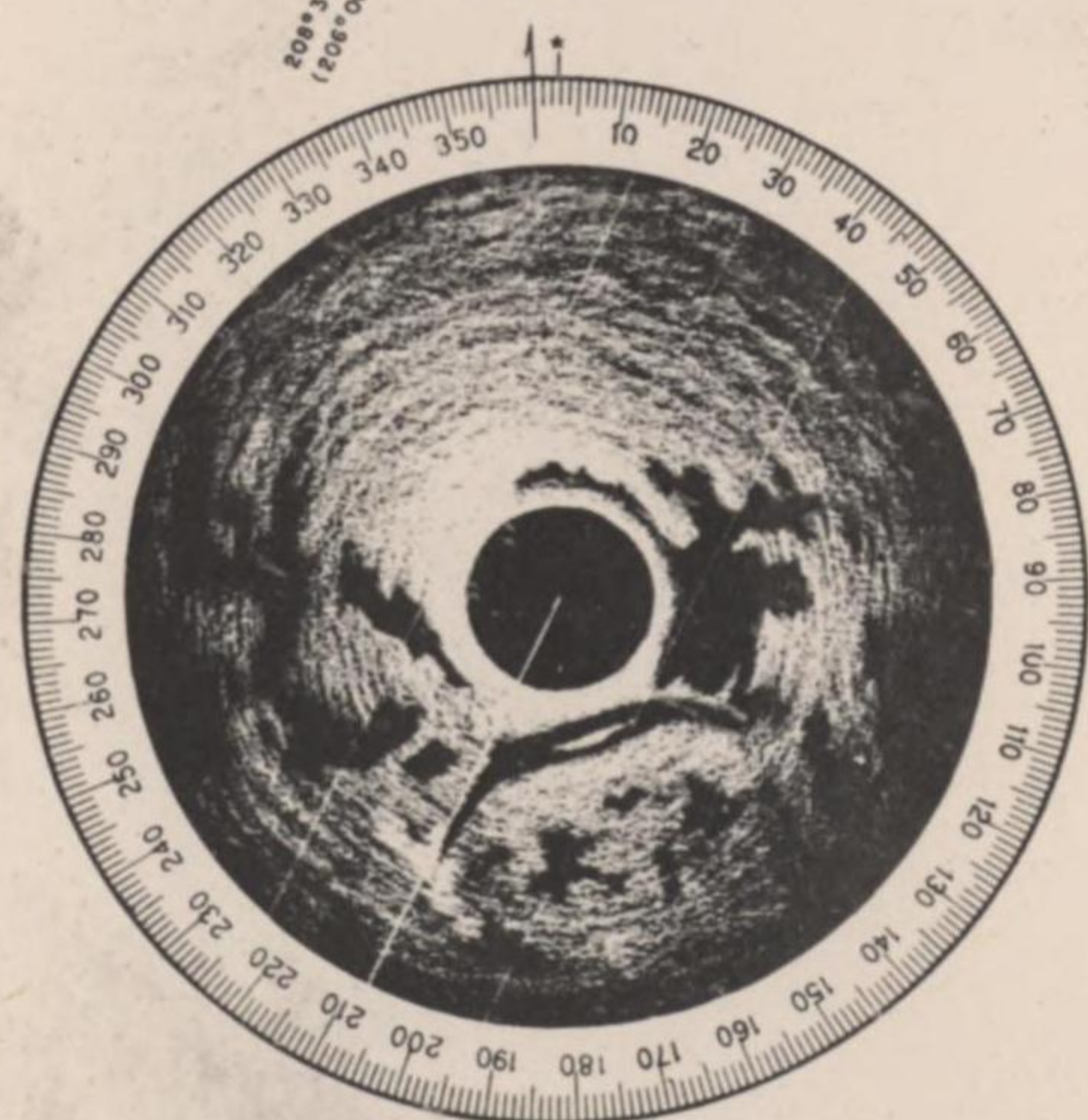
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R-93.8-A SHEET B

### PROBABLE APPEARANCE AT POINT "F"

12 MILES FROM TARGET  
ALTITUDE: 25,000  
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 25,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

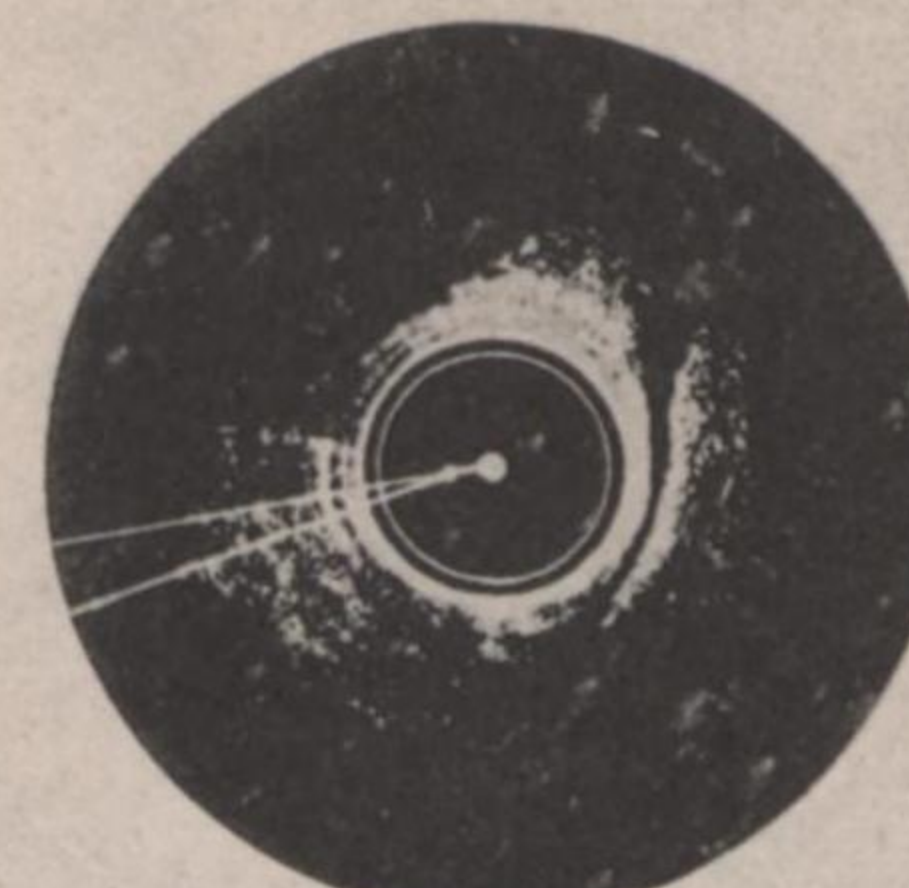
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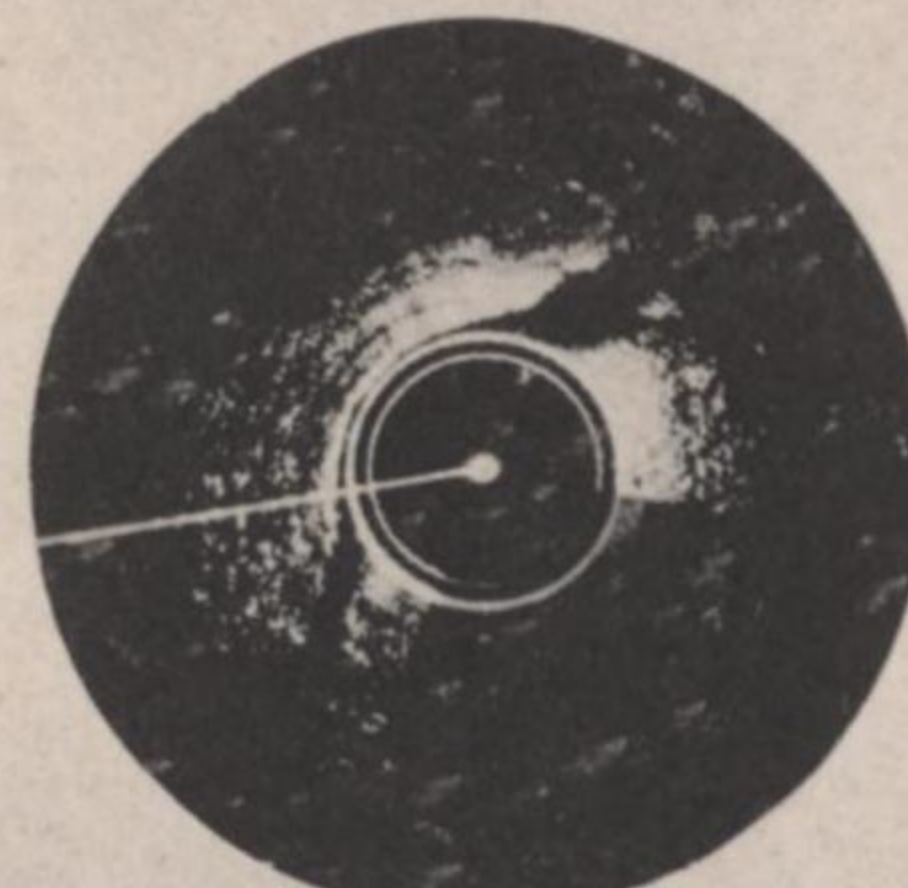
R-93.8-A SHEET A

### RADAR SCOPE PHOTOGRAPHS HANKOW AREA - CHINA



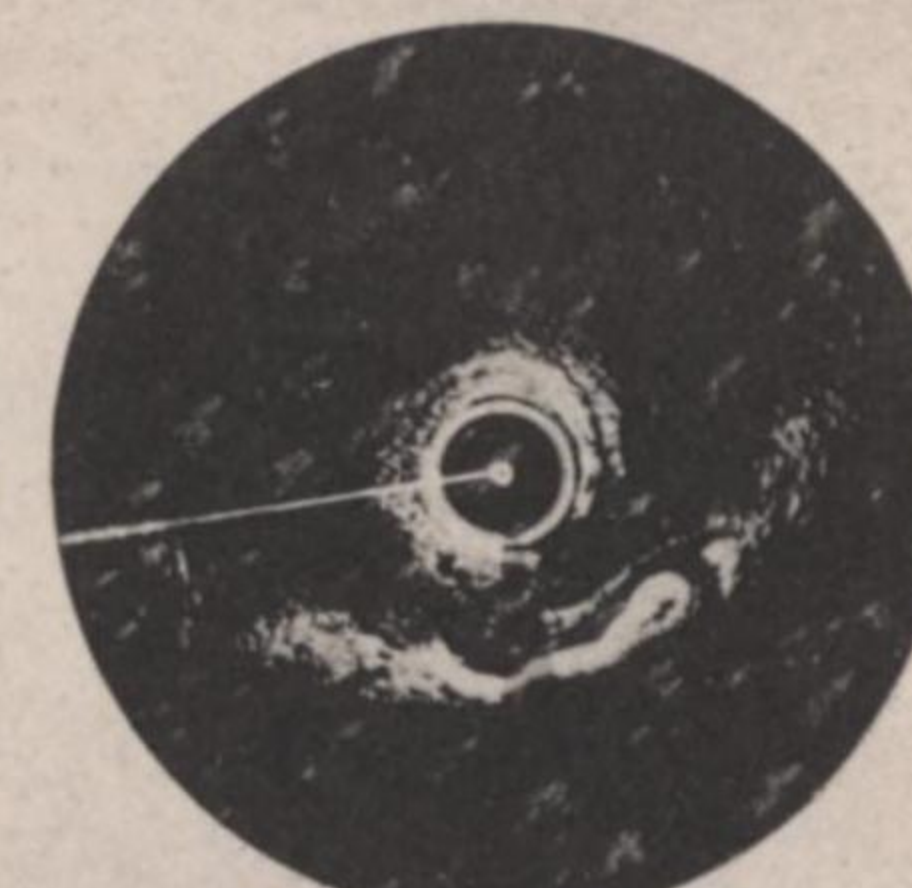
COURSE 262°30'M (260°00'T)  
SWEEP 10 MILES  
ALTITUDE: 15,000'

30°35'N  
114°23'E



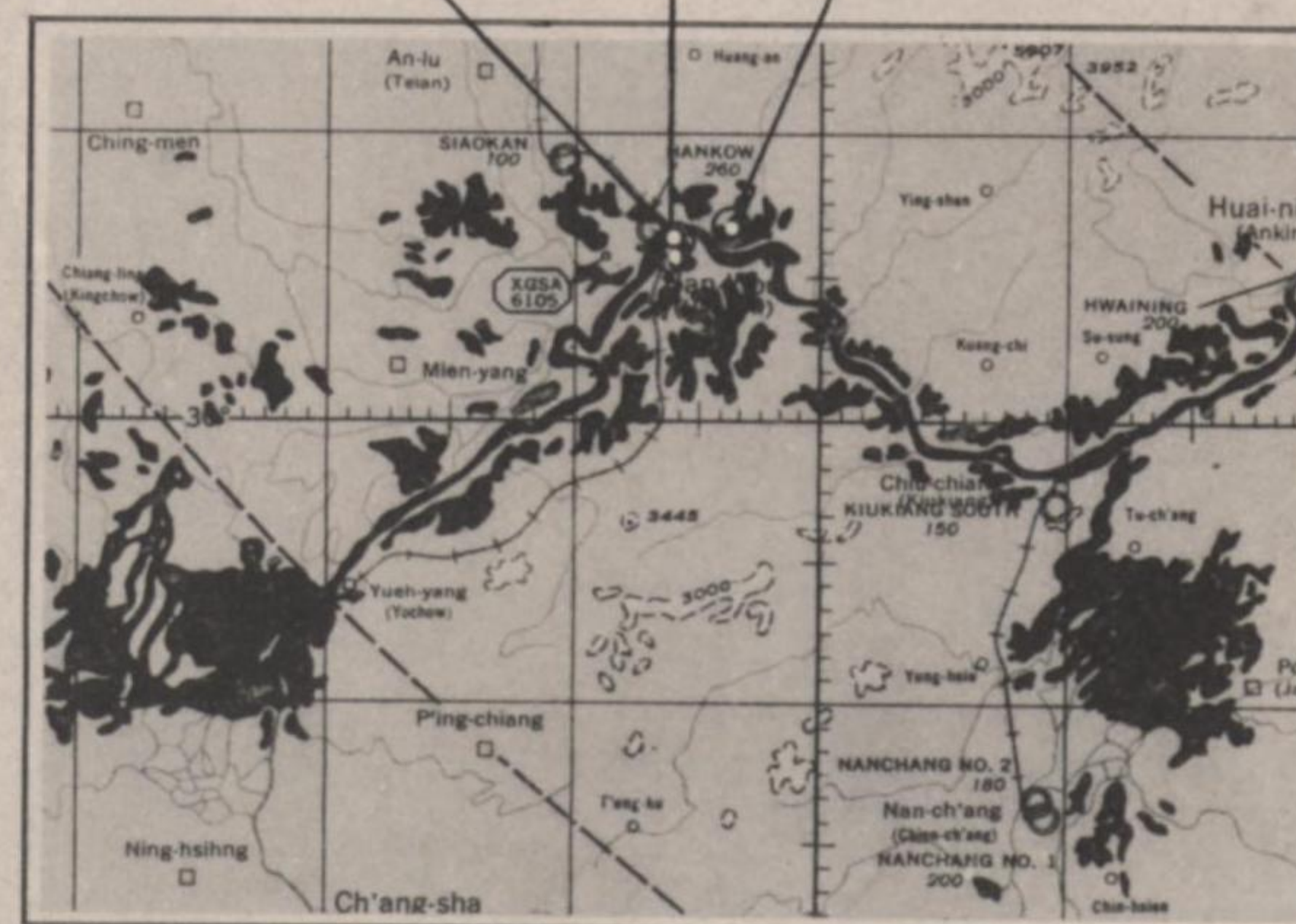
COURSE 262°30'M (260°00'T)  
SWEEP 10 MILES  
ALTITUDE: 15,000'

30°37'N  
114°24'E



COURSE 262°30'M (260°00'T)  
SWEEP 20 MILES  
ALTITUDE: 15,000'

30°40'N  
114°39'E

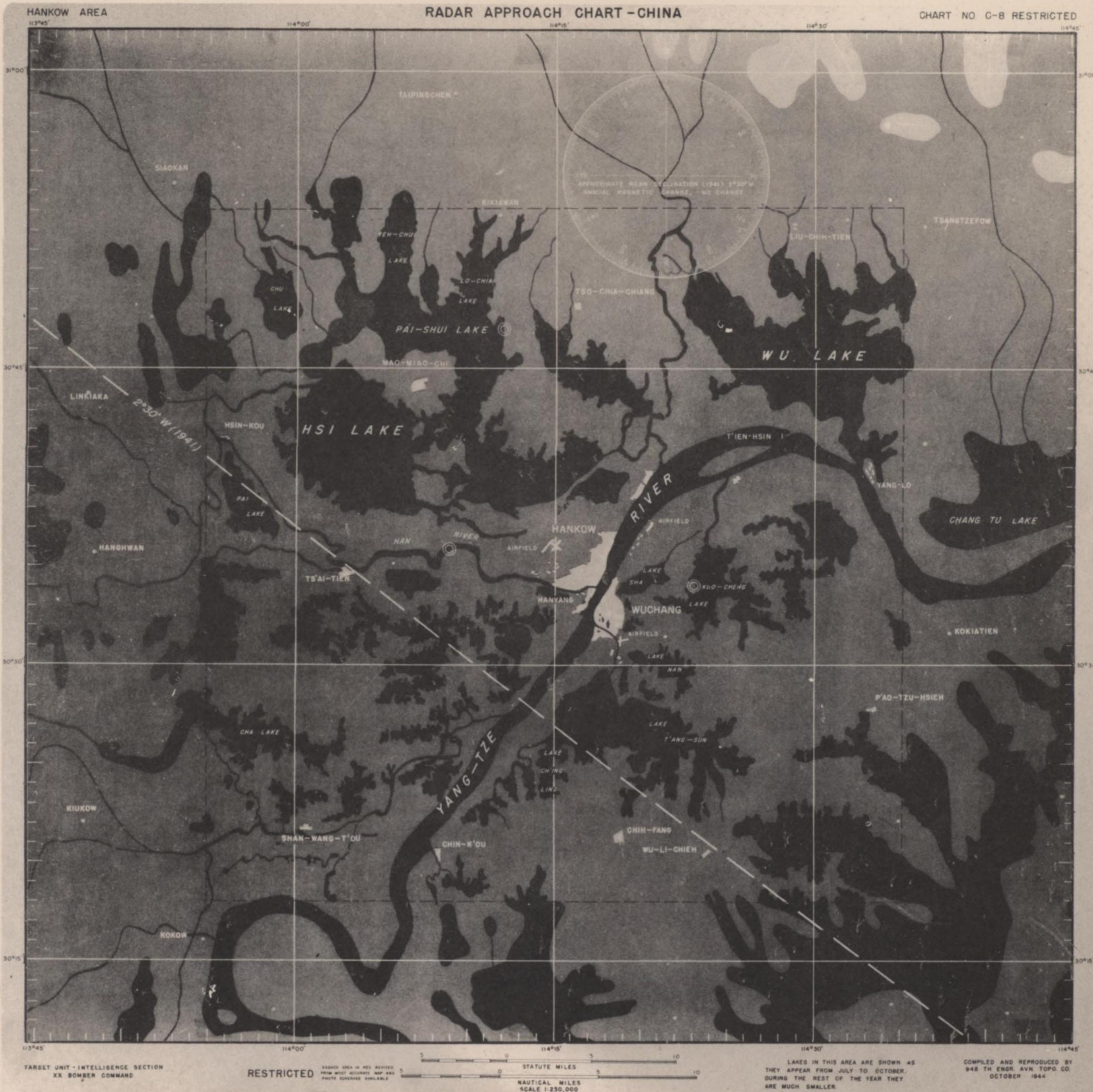


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By: NAPA Date: 10/18/05







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Auth: CG, XY BC  
Initials: JM  
Date: 20 Oct. 44

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ON COMBAT MISSION

ANNEX NO. 4 TO FIELD ORDERS NO. 13 XX BOMB COMD

RCM INSTRUCTIONS

1. Each Group will furnish three (3) RCM equipped aircraft, each with one RCM Observer. Search will be continuous from take off to target and return.

2. The Bombardment Groups will search the following bands:

A. 40th Bombardment Group:

One (1) aircraft with D/F antenna if available, will search the 70-220 Mc. band. Two (2) aircraft will search the 1000-3000 Mc. band and will use an additional receiver and YR 1600 Recorder and search the 70-330 Mc. band.

B. 444th Bombardment Group:

One (1) aircraft with D/F antenna if available, will search the 70-220 Mc. Band. One (1) aircraft will search the 70-330 Mc. band. One (1) aircraft will search the following bands: 40-105 Mc. band from take off to the coast; 300-1000 mc. band from the coast to the target and return to the coast; 40-105 Mc. band from the coast to landing.

C. 462nd Bombardment Group:

Two (2) aircraft with d/f antennas if available, will search the 70-220 Mc. band. One (1) aircraft will search the following bands: 40-105 Mc. band from take off to the coast; 500-1000 Mc. band from the coast to the target and return to the coast; 40-105 Mc. band from the coast to landing.

D. 468th Bombardment Group:

Two (2) aircraft with D/F antenna if available, will search the 70-220 Mc. band. One (1) aircraft will search the following bands: 70-330 Mc. band from

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take off to the coast; 1000-3300 Mc. band from the coast to the target and return to the coast; 70-330 Mc. band from the coast to landing.

By Command of MAJOR GENERAL LeMAY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Francis B. Morgan*  
FRANCIS B. MORGAN  
Major, Air Corps  
Acting Communications Officer

-2-

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ANNEX

P

SUPPLEMENTAL INFORMATION

I - Intelligence Telegram

II - Target Information

- A. Omura
- B. Point Island
- C. Hankow

III - Antiaircraft Information

- A. Flak Intelligence Bulletin J-1
- B. Map - Antiaircraft Defenses-Northern Kyushu
- C. Map - Antiaircraft Defenses-Omura

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SUPPLEMENTAL INFORMATION

Mission No. 13

25 October 1944

I - INTELLIGENCE TELEGRAM

A. On 24 October 1944 a telegram containing the following information was sent from the Intelligence Section, XX Bomber Command, to the Headquarters XX Bomber Command (Forward Echelon) for dissemination to the four groups;

1. It is expected that major units of Japanese surface vessels are now in home waters. Crews should be advised of probable battleships off Omura and at Gasebo.

P-I-1

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EXHIBITS TO SUPPLEMENTAL INFORMATION

Mission No. 13

25 October 1944

The following charts and photographs were issued for use by the bombardiers. Sequence and approximate original size were as shown below.

<u>Sequence</u>	<u>Title or Description</u>	<u>Approximate original size - inches</u>
1	Nagasaki Area, Chart No. 21*	8 x 16
2	Omura Area, Chart No. 23*	16 x 16
3	Omura Area, Target Chart No. 23A*	16 x 16
4	Omura Area, Perspective Chart No. 23A*	8 x 16
5	Photos of Models of Omura Area*	8 x 16
6	Omura area Aircraft facilities*	16 x 16
7	Mosaic of Shanghai area*	8 x 16
8	AAF Target Chart, China No. 103	15½ x 19½
9	Mosaic of Hankow area*	16 x 14
10	AAF Target Chart, China No. 140	15½ x 19½

\* Prepared by Target Intelligence Unit, XX Bomber Command.

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

TARGET NO. 1627

OBJECTIVE FOLDER NO. 90.36

TARGET DATA

1. OBJECTIVE:

OMURA AIRCRAFT PLANT, OMURA, JAPAN.

2. COORDINATES AND ELEVATION:

Latitude: 32° 55' N  
Longitude: 129° 56' 30" E.  
Elevation: 20'.

3. LOCATION AND IDENTIFIABLE FEATURES:

The Omura Aircraft Plant is located in the eastern shore of almost landlocked Omura Bay, approximately 20 miles SE of Sasebo Harbor and 1 mile northwest of the town of Omura.

The plant area is shaped like an isosceles triangle, the longest side being on the bay. Mino Island, shaped like a brassiere lies about 1.5 miles to the west-south-west, with heart shaped Usu Island 3/4 of a mile directly south. The airfield is located 1 mile to the north of the main plant.

4. IMPORTANCE:

The plant area is divided into three distinct parts.

- a. The old area 2200' X 1800' extending diagonally back from the main wharfs.
- b. The new south plant 2550' X 1010' extending south along the shore line.
- c. New east plant which is a continuation of the old plant.

The work involved in these three shop areas consists of repair to Zekes and Jakes, manufacture of the Pete ~~and Zekes type~~ aircraft as well as manufacture of the new carrier-borne attack plane Grace. Engines are likewise repaired and built at the Omura Plant.

5. VULNERABLE AREAS:

Each one of the three plant areas mentioned in paragraph 4 presents a separate objective. The old plant is believed to be the preferred choice for the first attack. The large flat-topped sub-assembly building in the north central location being a particularly vulnerable target.

OCTOBER 1944

TARGET UNIT INTELLIGENCE  
XX BOMBER COMMAND

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TARGET UNIT, INTELL. SEC.  
XX BOMBER COMMAND

# NAGASAKI AREA

SEPTEMBER 1944 (2ND EDITION)

CHART NO. 21  
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Authority NND 760063  
By JAB NAPA Date 10/13/05



10  
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By JAB NAPA Date 10/13/05

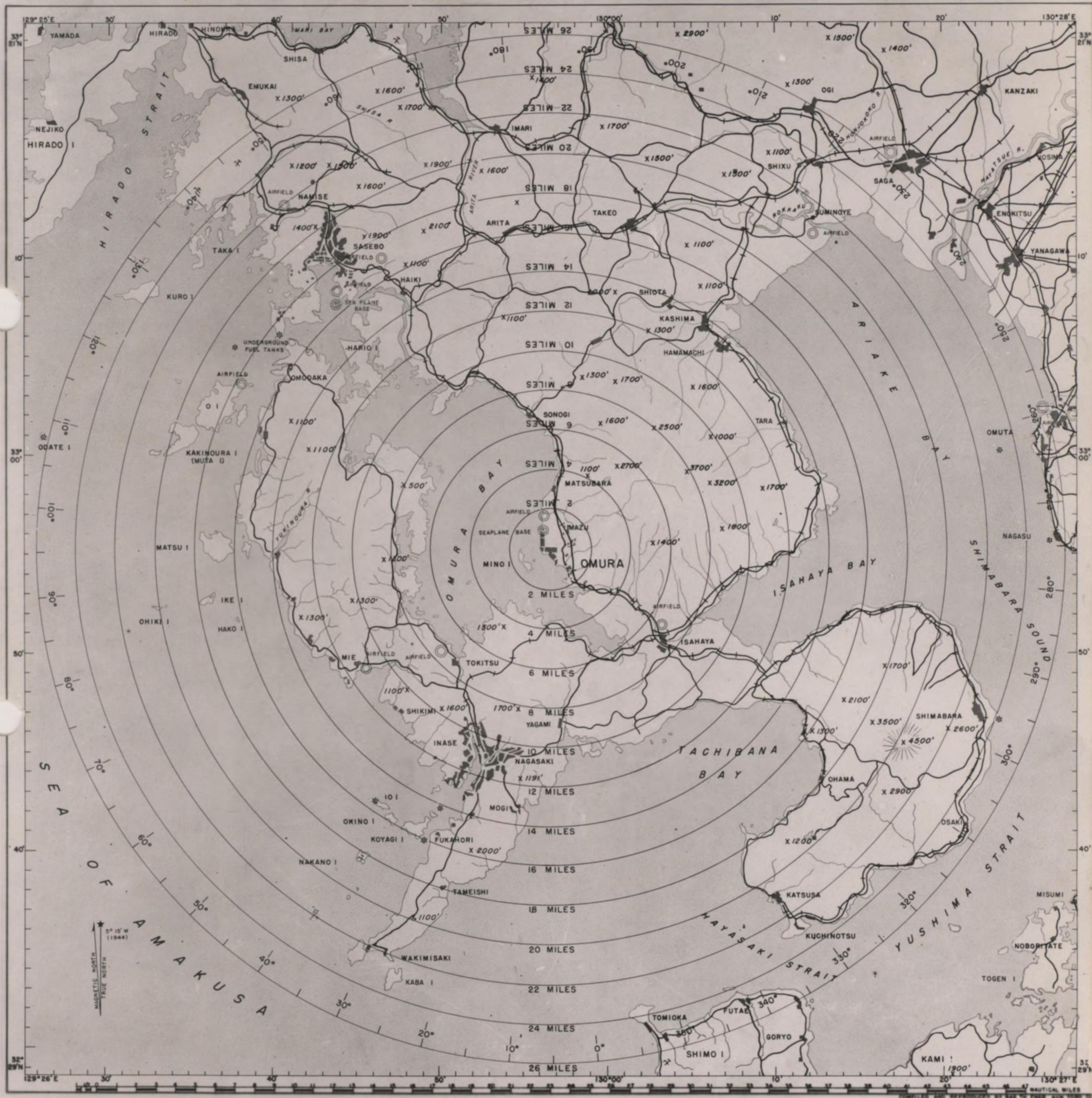


TARGET UNIT, INTELL. SEC.  
XX BOMBER COMMAND

### OMURA AREA

TARGET CHART NO. 23  
RESTRICTED

AIRCRAFT PLANT (32° 55' 15" N-129° 56' 30" E) ELEVATION 60 FEET  
ALL DISTANCES ARE IN NAUTICAL MILES  
OCTOBER 1944





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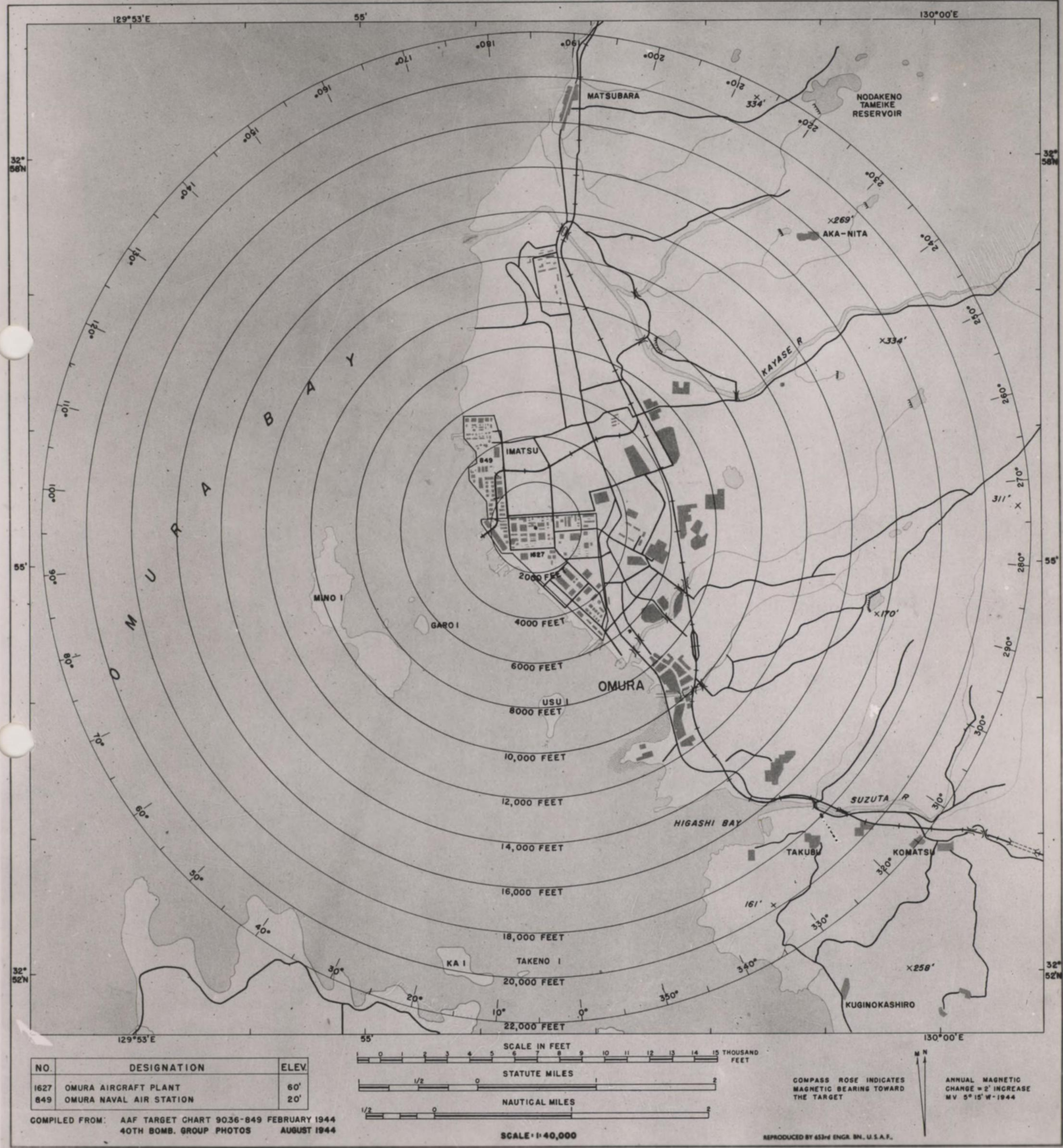
By JAB NAPA Date 10/13/05



TARGET UNIT, INTELL. SEC.  
XX BOMBER COMMAND

**OMURA AREA**  
OMURA AIRCRAFT PLANT  
TARGET NO. 90.36-1627  
OCTOBER 1944

TARGET CHART NO.23A  
RESTRICTED





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By JAB NAPA Date 10/13/05

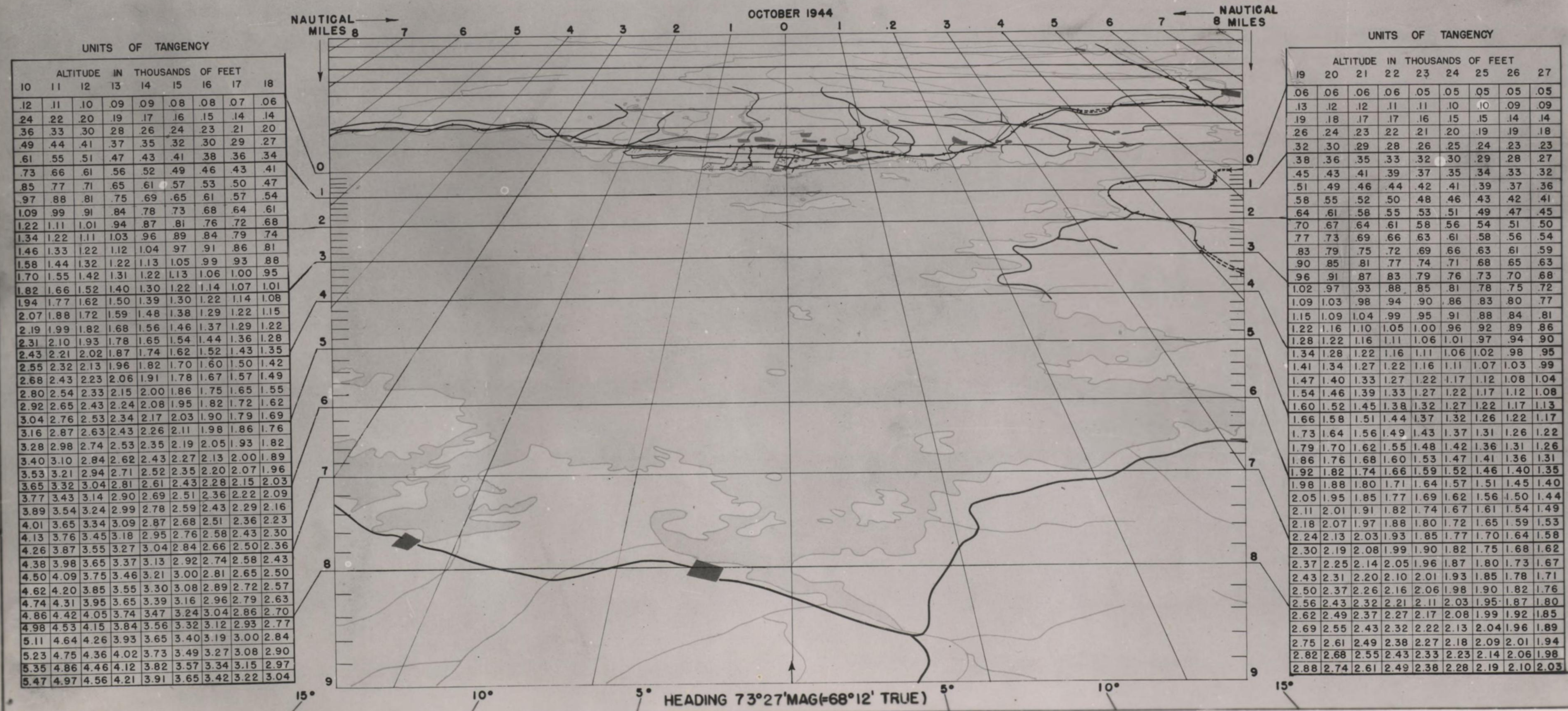


TARGET UNIT, INTELL. SEC.  
 XX BOMBER COMMAND

### OMURA AREA

OMURA AIRCRAFT PLANT (32°55'N, 129°56'30"E), ELEV. 20 FEET  
 15 MILES FROM TARGET - ALTITUDE 25,000 FEET

PERSPECTIVE CHART NO. 23A  
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By: AB NAPA Date: 10/18/05





OMURA

68°12' TRUE



OMURA

68°12' TRUE

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XX BOMBER COMMAND

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By JAB NAPA Date 10/13/05





OMURA AREA  
AIRCRAFT FACILITIES  
OCTOBER 1944

40th BOMB GROUP PHOTOS AUGUST, 1944  
PREPARED BY: 948th ENGR. AVN. TOPO. CO.



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TARGET NO. 113  
OBJECTIVE FOLDER NO. 83.1

TARGET DATA

1. OBJECTIVE:

Point Island Storage Area, SHANGHAI.

2. COORDINATES AND ELEVATION:

Latitude: 31° 17' N  
Longitude: 121° 33' E  
Elevation: Approximately Sea Level.

3. LOCATION AND IDENTIFIABLE FEATURES:

POINT ISLAND is a half-moon shaped island in the HWANGFU River, about 9 miles from its junction with the YANGTZE at WOOSUNG. The extensive barracks and storage areas on the island should be susceptible to incendiary attack. The northern third of the island is more extensively developed than the remainder and contains the following facilities.

a. Barracks Area 375' x 1500' with 26 buildings averaging 25' x 125'.

b. Warehouse Area 500 x 2700 feet with 21 large buildings averaging 55 x 205 feet. Five small piers and a 950 foot quay connect this area to the river.

c. Warehouse and Storage Area 540 x 1850 feet consisting of 18 buildings averaging 55 x 175 feet.

4. IMPORTANCE:

POINT ISLAND is a large storage and trans-shipment point for both the Japanese Army and Navy. While not possessing the strategic importance of other objectives in SHANGHAI, it is vulnerable to incendiary attack, is removed from the main part of the city with its large Chinese population, and is at least 3 1/4 miles from the nearest known prisoner-of-war camp. Devastation of the POINT ISLAND Area by fire would destroy substantial quantities of military supplies and would probably cause the death of a number of enemy troops.

5. AIMING POINT:

The aiming point should be slightly north of the center point of the target area.

AUGUST 1944

TARGET SECTION, A-2  
XX BOMBER COMMAND

- 1 -

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SHANGHAI, CHINA

31°16' N - 121° 32' E

TARGET UNIT INTELL. SEC.

XX BOMBER COMMAND

OCTOBER 1944

21st PHOTO. RCN SQDN PHOTOS, OCT 1943 TO MAY 1944  
REPRODUCED BY 948th ENGR. AVN. TOPO. CO

APPROX. SCALE  
1:78000

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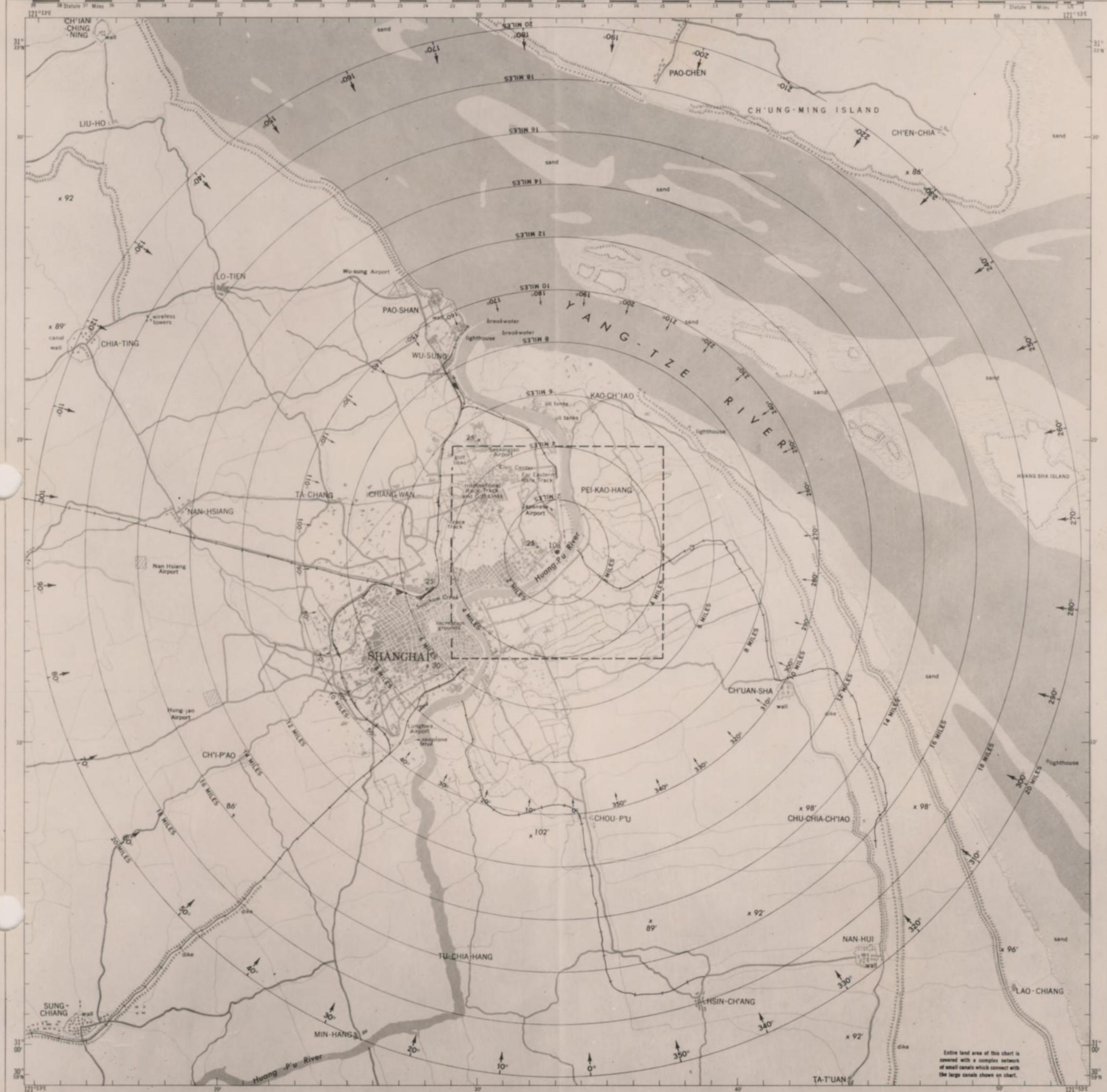
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SHANGHAI AREA

AAF TARGET CHART CHINA NO. 108

U. S. RESTRICTED  
Equals British RESTRICTED



THE ONLY TARGET APPEARING UPON THIS SIDE OF THIS CHART IS TARGET NO. 108 - ON WHICH THE 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 ON DISTANCE AND BEARING FROM THE SAME CENTER TARGET AS SHOWN ON THE REVERSE SIDE.

TARGETS AND OBJECTIVE AREAS ARE NUMBERED FROM ONE TO INFINITY WITHIN EACH COUNTRY. THESE NUMBERS ARE COMBINED INTO CODE SHOWING THE COUNTRY, OBJECTIVE AREA, AND TARGET. FOR EXAMPLE, R1: 5 INDICATES BRITISH PACIFIC ISLANDS (R1), BORNED NORTH AREA (1), 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 RECOGNITION CHART ON THE REVERSE SIDE.

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

COMPASS ROSE INDICATES MAGNETIC BEARING TOWARD THE TARGET.  
SUPPLEMENTING THIS CHART IS A SET OF PERSPECTIVES CONSTRUCTED ON THE FOLLOWING HEADINGS: 0°, 70°, 150°, 220°, 300°.

**LEGEND**

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

Elevations in Feet  
 20' Center Target Elevation  
 102' Highest Known Elevation

Polygonic Projection Scale 1:180,000

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

MARCH 1944

For use by War and Navy Department Agencies only Not for sale or distribution

U. S. RESTRICTED  
Equals British RESTRICTED

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

AAF TC CHINA NO. 83.1-108

DECLASSIFIED  
 Authority NND 760063  
 By JAB NAPA Date 10/13/05



NOT TO BE TAKEN INTO THE AIR

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

TARGET NO. \_\_\_\_\_  
OBJECTIVE FOLDER NO. 65,8

TARGET DATA

1. OBJECTIVE:

DOCKS AND STORAGE AREA, HANKOW, CHINA.

2. COORDINATES AND ELEVATION:

Latitude: 30°35'N  
Longitude: 114°17'E  
Elevation: 200 - 300 feet

3. LOCATION AND IDENTIFIABLE FEATURES:

The main dock and storage area is located on the W bank of the YANGTZE River at HANKOW, CHINA which is about midway between CHUNGKING and SHANGHAI. The area extends from the junction of the HAN and YANGTZE Rivers along the W bank of the latter for about 3  $\frac{1}{2}$  miles in an almost uninterrupted pattern. Many large warehouses, docks and wharves are included as well as several light industries. A considerable amount of merchant shipping has been visible at these docks on the available photo coverages ranging generally from 10,000 - 30,000 tons per cover.

4. IMPORTANCE:

The YANGTZE River is the main artery of supply into Central CHINA and HANKOW, one of the principal ports, is the major Japanese supply base for all operations in this area. Most of the material used in recent operations has undoubtedly been that transported into the interior via the YANGTZE and unloaded, stored, and redistributed from HANKOW.

Smaller vessels can always be accommodated here and at high water (June, July, August) ships of 10,000 tons can berth at the floating docks which rise and fall with the river level. In the 3  $\frac{1}{2}$  miles of the W bank from the HAN River N, are twenty-nine docks and wharves and many large storage buildings. This area is believed highly susceptible to bomb damage because of the construction of the wharves (mostly creosoted wooden piles and planking) and the concentration of buildings. Destruction of large parts of this dock area would materially increase the "turn-around" time for shipping as well as cut down the flow of supplies to operations now in progress.

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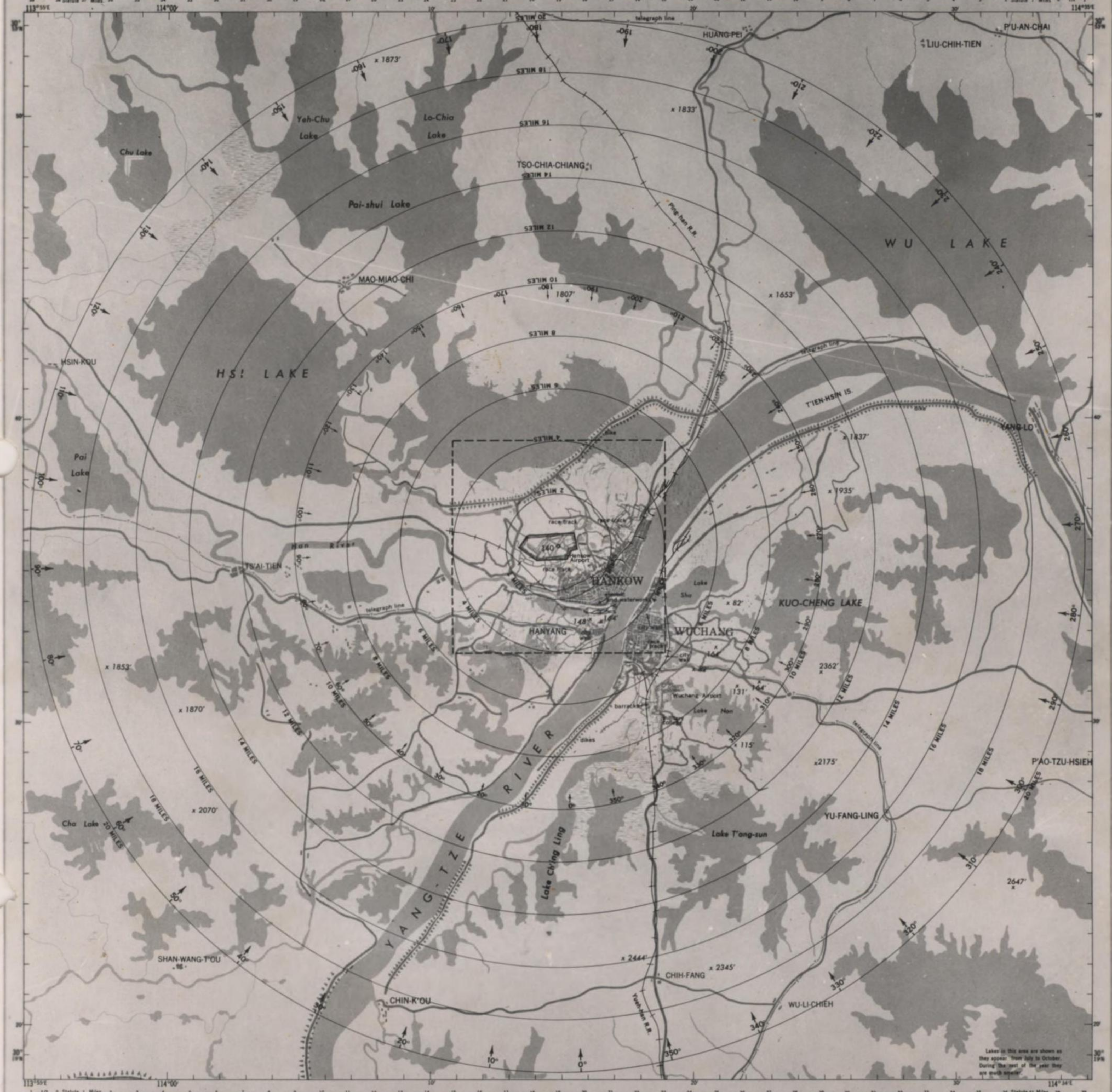
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THE ONLY TARGET APPEARING UPON THIS SIDE OF THIS CHART IS TARGET NO. 140, ON WHICH THE CHART IS CENTERED. OTHER PRINCIPAL TARGETS WITHIN A FOUR MILE RADIUS ARE SHOWN ON THE LARGE SCALE CHART ON THE REVERSE SIDE AND MAY BE PLOTTED HEREON, AS DESIRED, BY MAKING REFERENCE TO DETAIL OF DISTANCE AND BEARING FROM THE SAME CENTER TARGET AS SHOWN ON THE REVERSE SIDE.

TARGETS AND OBJECTIVE AREAS ARE NUMBERED FROM ONE TO INFINITY WITHIN EACH COUNTRY. THESE NUMBERS ARE COMBINED INTO CODE SHOWING THE COUNTRY, OBJECTIVE AREA AND TARGET. FOR EXAMPLE, B11-5 INDICATES BRITISH PACIFIC ISLANDS (B1), BORNED 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 RECOGNITION CHART ON THE REVERSE SIDE.

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

COMPASS ROSE INDICATES MAGNETIC BEARING TOWARD THE TARGET.

SUPPLEMENTING THIS CHART IS A SET OF PERSPECTIVES CONSTRUCTED ON THE FOLLOWING HEADINGS: 0°, 70°, 140°, 210°, 280°.

LEGEND

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

Elevations in Feet

- 25' Center Target Elevation
- 2647' Highest Known Elevation

Polyconic Projection Scale 1:100,000

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HEADQUARTERS  
XX BOMBER COMMAND  
Intelligence Section  
APO #493

.....  
:: S E C R E T ::  
::By Auth of the C.G.::  
:: XX Bomber Command ::  
:: 17 Oct 44 *JAG* ::  
:: Date Initials ::  
.....

FLAK INTELLIGENCE BULLETIN NUMBER J-1

17 October 1944

OMURA, JAPAN

(32°54'N - 129°57'E)

Foreword

This series of bulletins will list known gun defenses of local areas as contrasted with the general area as covered in the series entitled "Enemy Antiaircraft Defense Bulletins." Subsequent issues concerning the above areas will be published when later information is received. If a mission is ordered to an area where available information is more recent than that published, this information will be transmitted to the Group S-2.

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

Distribution:  
Squadrons

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171044-J1

I. ANTI-AIRCRAFT DEFENSES - OMURA AREA

Reference Figure 2

Location	HAA Guns	S/L's	Radar	Photo Cover
OMURA	4	-	1-Prob E.W.	30-10-43 21- 8-44
NAGASAKI	27 (8 Guns on KOYACI IS. not shown on Fig. 1) 11 Prob.	4 3 Prob.	-	30-10-43 18- 6-44 21- 8-44 6-10-44
SASEBO	11 4 Prob.	- 3 Prob.	-	30-10-43 18- 6-44

II. FIRE ENCOUNTERED FROM OMURA AREA

OMURA No gun (HAA) fire has been encountered from this area.

NAGASAKI

Meager and inaccurate AW fire was encountered on 7-8 July at 1641Z and 1634Z at 19,300 feet altitude.

Meager and inaccurate gun (HAA) fire and moderate and inaccurate AW fire was encountered on 10-11 August from 1533Z to 1702Z at altitudes varying from 15,000 to 18,000 feet. Gun (HAA) fire was believed to be continuously pointed and bursts were reported as level. No searchlight activity was reported.

SASEBO

Meager to moderate and inaccurate gun (HAA) fire was encountered on 7-8 July at altitudes varying from 15,000 to 18,000 feet. Undercast was reported as 10/10's, and deviations as behind and right.

Two to three searchlight beams that never located the aircraft were reported on 7-8 July under same conditions as above.

Meager and inaccurate AW fire was encountered on 7-8 July at altitudes varying from 14,400 to 19,000'.

Meager and inaccurate gun (HAA) fire was encountered on 10-11 August at 1616Z at an altitude of 17,000 feet.

Thirty to fifty accurate searchlight beams were also reported under same conditions as above.

Enemy aircraft flying at same altitude and course were observed.

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S E C R E T

171044-J1

KONOURA

Meager and inaccurate gun (HAA) fire was encountered on 7-8 July at 1654Z by one aircraft at 15,000 feet altitude. Twenty-five bursts, below or level, behind and right, were reported 20 miles south of SASEBO. No searchlight activity was observed. No photo cover of this area is available.

III. ADJACENT GUN DEFENDED AREAS

Reference Figure 1

FUKUOKA

3 Guns (HAA) reported, photo cover 18-6-44, no gun (HAA) fire has been encountered. 12 to 15 searchlights reported on night of 15-16 June 1944.

GREAT ISLAND

Undetermined number of searchlights reported on night of 15-16 June 1944. No photo cover of this area.

HIRA ISLAND

Meager and inaccurate gun (HAA) fire was encountered on 10 August 1944 at 1609Z by one aircraft at 16,000 feet altitude. Bursts were reported 1,500 feet below, and fire was believed to be continuously pointed. No photo cover of this area.

IKI ISLAND

Meager and inaccurate gun (HAA) fire was encountered on night of 15-16 June at 14,000 feet altitude. Reported as probably barrage type of fire.

Approximately 35 searchlights at unstated accuracy were also reported at the south end of the island. No photo cover of this area.

KONNINATO

No gun (HAA) fire has been encountered from this area. Six guns (HAA) reported, based on photo cover of 18-6-44.

OKINO ISLAND

Meager and inaccurate gun (HAA) fire was encountered on night of 15-16 June 1944. It was reported as at the same altitude but a considerable distance away from the aircraft.

Undetermined number of searchlights were also reported on night of 15-16 June 1944. No photo cover of this area.

OMUTA

4 guns (HAA) reported, based on cover of 6-10-44. No AA fire has been encountered from this area.

OZU

One aircraft reported one searchlight that never located the aircraft at 1714Z on the night of 7-8 July 1944, in the vicinity of OZU. No photo cover of this area.

- 2 -

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SHIMONO ISLAND

Undetermined number of searchlight beams of an unstated accuracy were reported on the night of 15-16 June 1944.

On the night of 20 August 1944, one searchlight beam that never located the aircraft was reported. No photo cover of this area.

SHISHIKI

Meager and accurate to inaccurate gun (HAA) fire was reported by two individual aircraft at 1611Z-1617Z and 1758Z at altitudes of 15,000 and 16,000 feet on the night of 7-8 July 1944. Undercast was reported as 6/10's and 10/10's and there is the possibility that this fire was radar controlled. No photo cover of this area.

YAWATA

Gun (HAA) fire from this area has varied from meager to moderate and inaccurate during night time to intense and accurate during daylight. An average of 30 searchlights varying from accurate to inaccurate has been reported. Moderate and inaccurate AW fire has also been encountered at lower altitudes (8-14,000'). One possible ground-to-air rocket was reported on 20 August 1944.

This area is defended by approximately 171 Guns (HAA), 100 AW, and 42 searchlights, based on photo cover of 18-6-44 and strike photos of 20-8-44. In addition there are approximately ten probable or possible gun-laying radars, and possibly 2 early warning radar.

Detailed tabulation of fire encountered from this area follows:

Date	Type	Strength*	Accuracy**	Remarks
15-16 June	AW	2	2	51 A/C, 8-14,000', AW up to 10,000-12,000 feet with red tracers. E/A reported on same course and altitude. 24 S/L's at TOMINO POINT reported as picking up A/C and passing on to S/L's near target area. 4-10 S/L's reported on HOKU ISLAND, 12-15 S/L's reported at KUKENO OKA.
10 August	S/L's	12	?	-
20 August	Gun(HAA)	1	1	Barrage type at BRL, 0803Z-0856Z, 23,500-26,600', Continuously Pointed reported at 0803Z.
20 August	Gun(HAA)	3	2	1522Z-1626Z, 14,000-22,000', fire reported by 8 out of 10 A/C.
21 August	No AA fire encountered by one A/C at 0457Z, 30,000' altitude.			
20 August	S/L's	30	2	Never located A/C, 1522Z-1626Z, 14,000-22,000', CAVU to 9/10's undercast.
20 August	Grd-to-Air Rocket (possible)	One	2	1 A/C reported one poss ground-to-air rocket at 16,000', 9/10 undercast tops at 9,000 feet.

- 3 -

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Strength\* Strength for antiaircraft fire is shown as:  
1 - Intense  
2 - Moderate  
3 - Meager  
Strength for Searchlights and Rockets indicates number of beams or rockets reported.

Accuracy\*\* Accuracy for antiaircraft fire, S/L's and Rockets is shown as:  
1 - Accurate  
2 - Inaccurate

IV. WARNING NETS:

It is expected that the enemy will have prior warning of any approach to the target area for the following reasons:

- A. Existence of a warning net in Occupied CHINA which has tracked our aircraft from 110 to 113 degrees East to the CHINA Coast, and on the return.
- B. Identification of possible, probable or definite early warning and gun laying radar installations in Japan proper (Current issue of Enemy Antiaircraft Defense Bulletin, Section "C", and Figure 1).
- C. Existence of a visual warning net in Occupied CHINA and JAPAN.

V. SMOKESCREENS:

Only information relating to Smokescreens concerns the YAWATA Area where it is possible that an ineffective attempt was made on 20 August 1944.

VI. BALLOONS:

A. CONVENTIONAL BALLOONS:

YAWATA	10 Balloons	2,500 feet	Reported by several aircraft; approximately 10 located on strike photos, 20 August 1944.
NAGASAKI	1 Balloon	Approximately 500 feet.	Identified at KOYACI ISLAND, east center part at water's edge on cover of 6-10-44.

B. HIGH ALTITUDE BALLOONS:

On 20 August 1944 between 0800 and 0815Z photographs were taken of possible new type of antiaircraft weapon - high altitude balloons. These balloons were flying at approximately 22-24,000 feet. Two balloons were identified in the vicinity of FUKUOKA and possibly five individual balloons in the YAWATA-MOJI Area.

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(HIGH ALTITUDE BALLOONS, CONTINUED)

The purpose of these balloons is not clear because of insufficient information. Eight balloons, possibly similar to those at YAVATA, were also sighted at 20,000 feet, 25 miles West of ANSHAN on 26 September 1944.

If balloons of this type are observed on course, they should be by-passed until definite and complete information as to their capabilities is obtained. (REF: A.I.D., XX BC, Vol 1, #14)

VII. BLACKOUT:

In the past the efficiency and extent of the Blackout in Northern KYUSU has varied considerably. It is expected, however, that with improvement in the warning nets and additional air-raid practices, that blackout in this area should be good to excellent in the future.

First aircraft over the area might find the Blackout poor, and based on past reports, it is believed that naval navigational aids will continue to function during periods of attack.

Because of indicated lack of good communication between KYUSU and adjacent islands it is also probable that the state of blackout will be variable at those islands.

VIII. RECOMMENDED ROUTES OF APPROACH AND WITHDRAWAL:

No analysis of the gun defense at OMURA has been made because of the existence of only one 4-gun (HAA) site.

The element of surprise should be utilized, however, and areas where fire has been encountered or where guns (HAA) are reported (Figure 1) should be by-passed if possible.

IX. SOURCES OF INFORMATION:

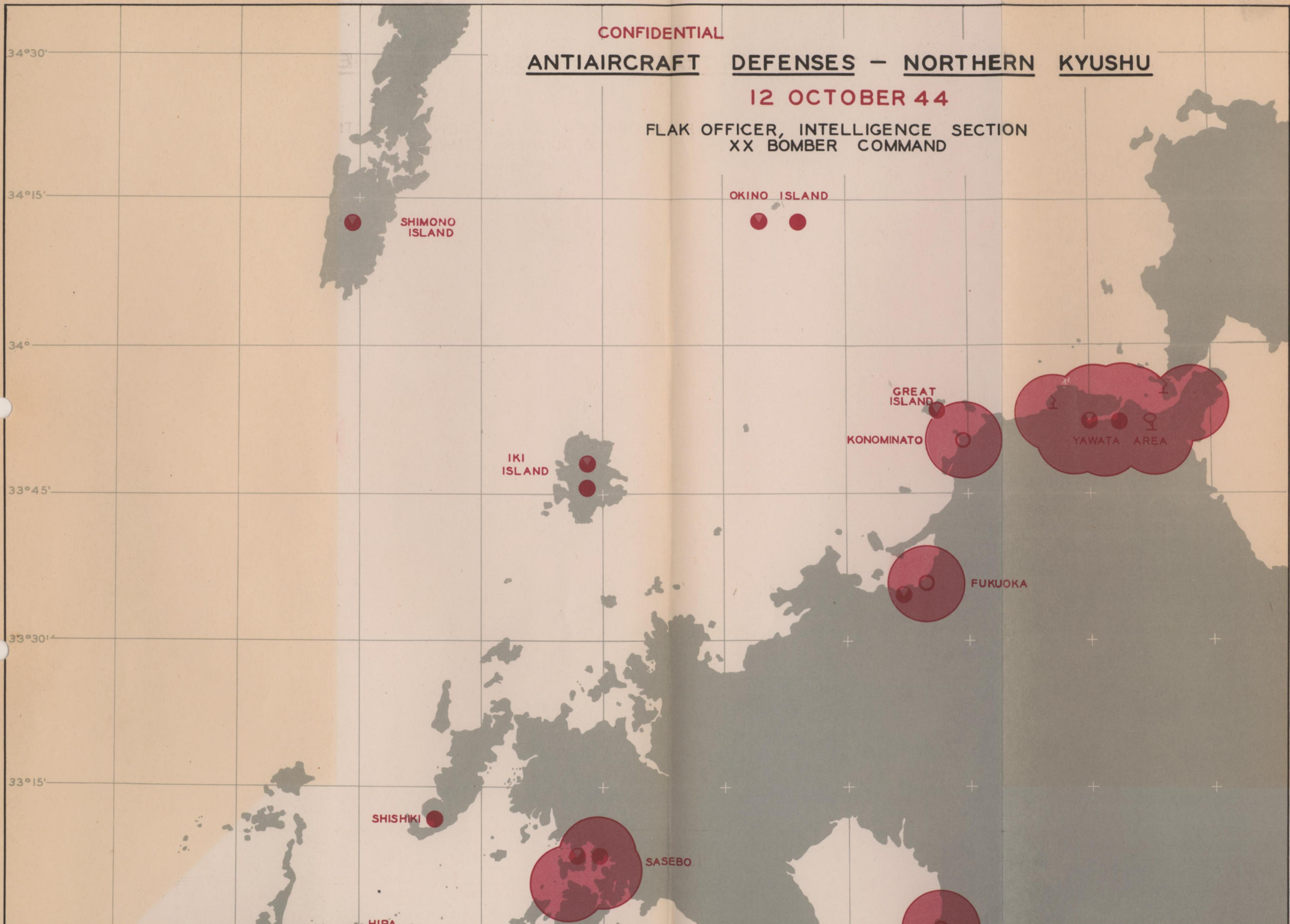
- A. 3rd Phase P.I. Reports, 18th P.I.D., 14th Air Force, of areas concerned.
- B. AA Charts published by the Office of the Assistant Chief of Air Staff, Intelligence, Hq., U.S. Army Air Forces and Photographic Interpretation Center, Division of Naval Intelligence, Navy Department, of areas concerned.
- C. Photo Interpretation by Target Section, XX Bomber Command.
- D. Photo Cover by 21st Photo Recon. Squadron, Hqs., 14th Air Force and XX Bomber Command.
- E. Operations of XX Bomber Command.



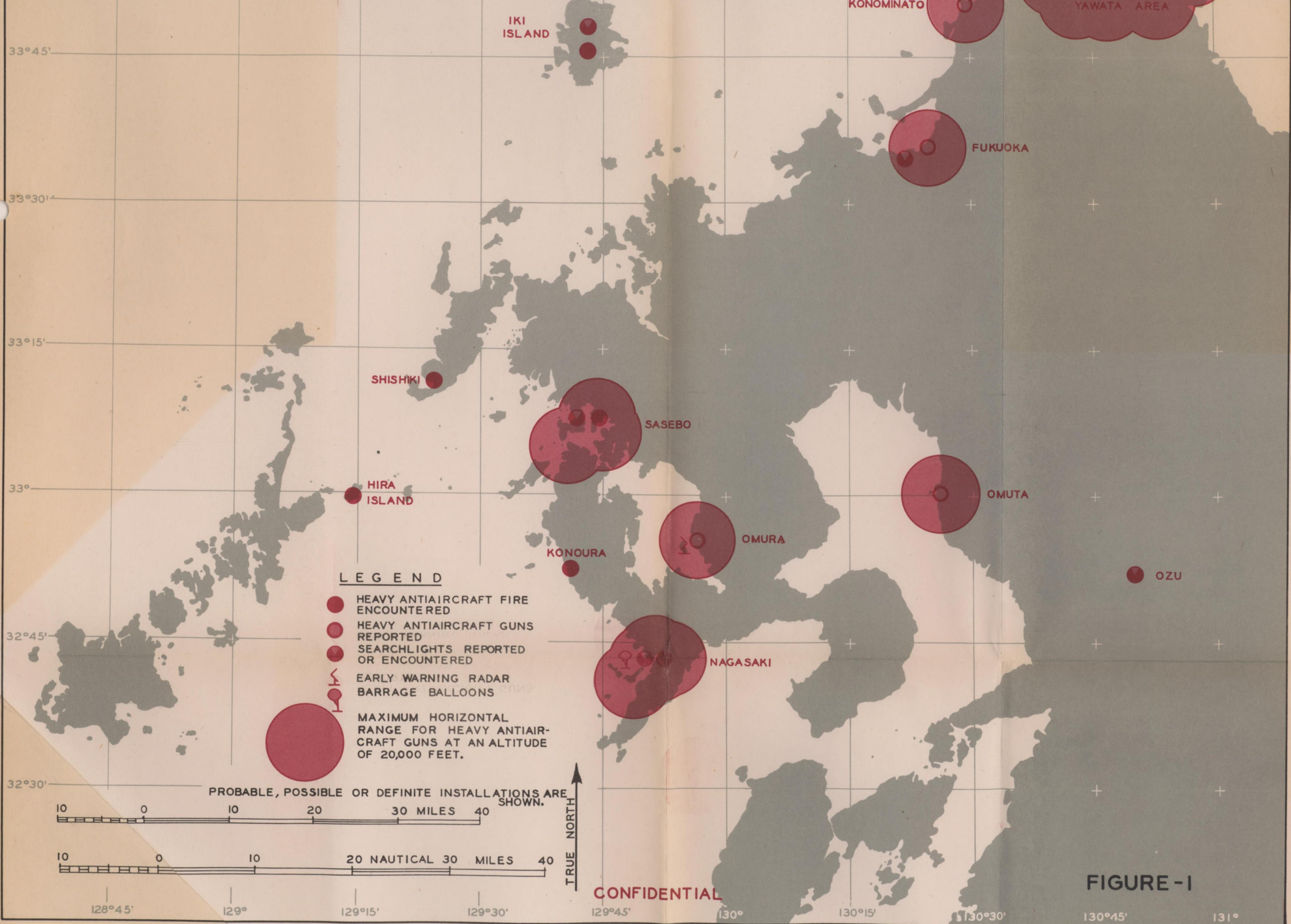
**CONFIDENTIAL**  
**ANTI-AIRCRAFT DEFENSES - NORTHERN KYUSHU**

**12 OCTOBER 44**

FLAK OFFICER, INTELLIGENCE SECTION  
XX BOMBER COMMAND







- LEGEND**
- HEAVY ANTI-AIRCRAFT FIRE ENCOUNTERED
  - HEAVY ANTI-AIRCRAFT GUNS REPORTED
  - SEARCHLIGHTS REPORTED OR ENCOUNTERED
  - ⚡ EARLY WARNING RADAR
  - BARRAGE BALLOONS
  - MAXIMUM HORIZONTAL RANGE FOR HEAVY ANTI-AIRCRAFT GUNS AT AN ALTITUDE OF 20,000 FEET.

PROBABLE, POSSIBLE OR DEFINITE INSTALLATIONS ARE SHOWN.

10 0 10 20 30 40 MILES

10 0 10 20 NAUTICAL 30 40 MILES

TRUE NORTH ↑

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FIGURE - I

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 By: [Signature] NAPA Date: 10/18/05

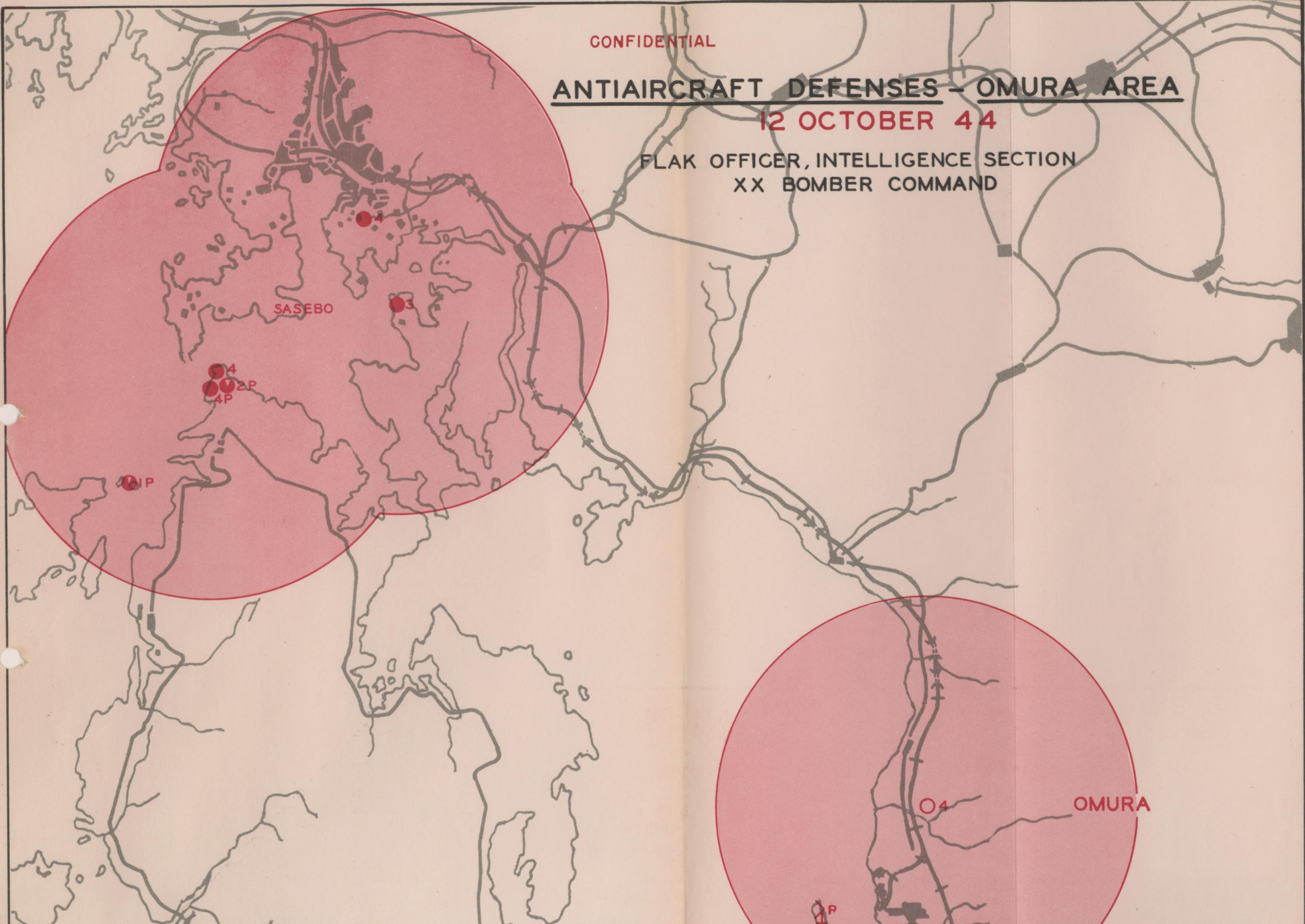


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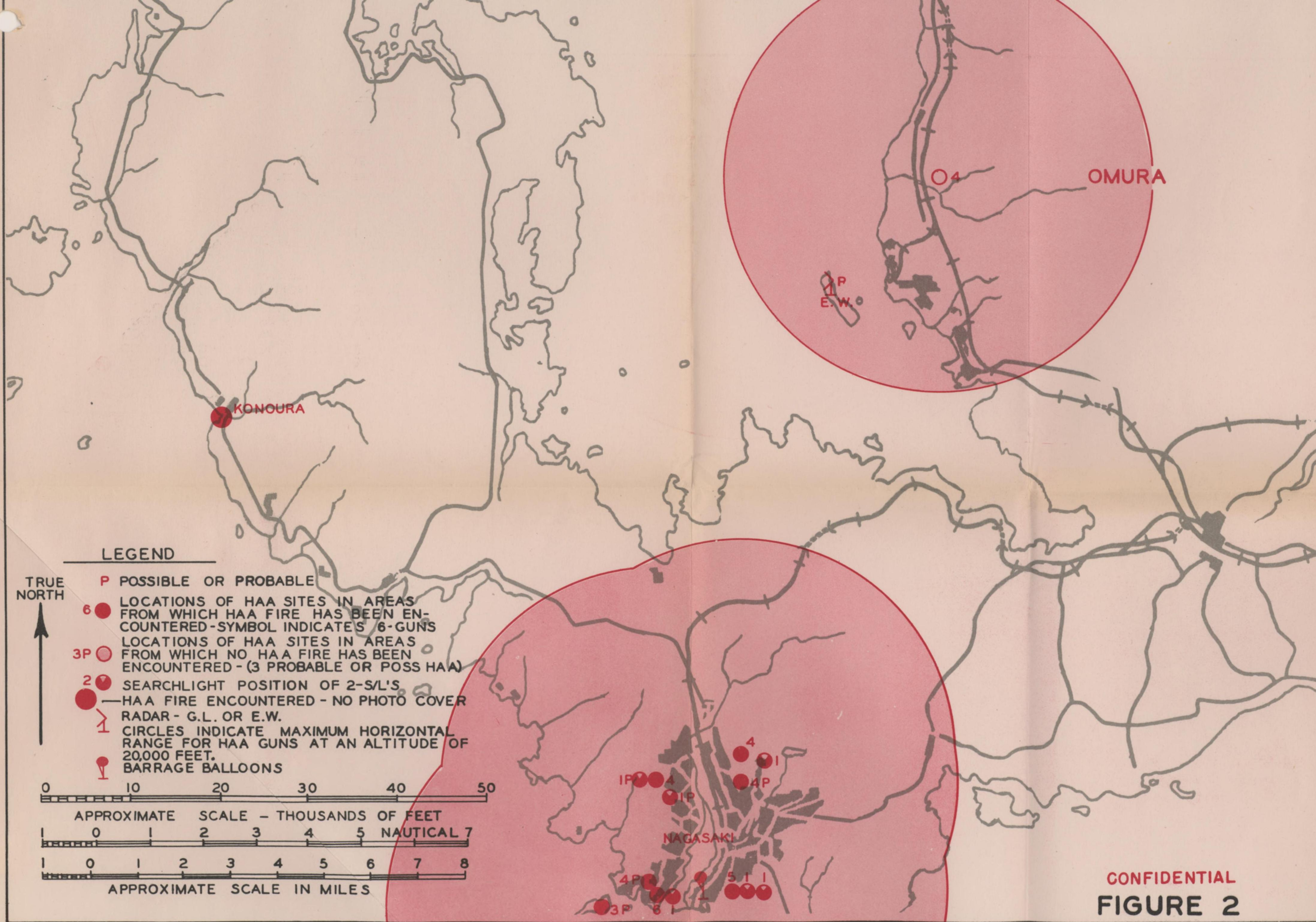
ANTI-AIRCRAFT DEFENSES - OMURA AREA

12 OCTOBER 44

FLAK OFFICER, INTELLIGENCE SECTION  
XX BOMBER COMMAND



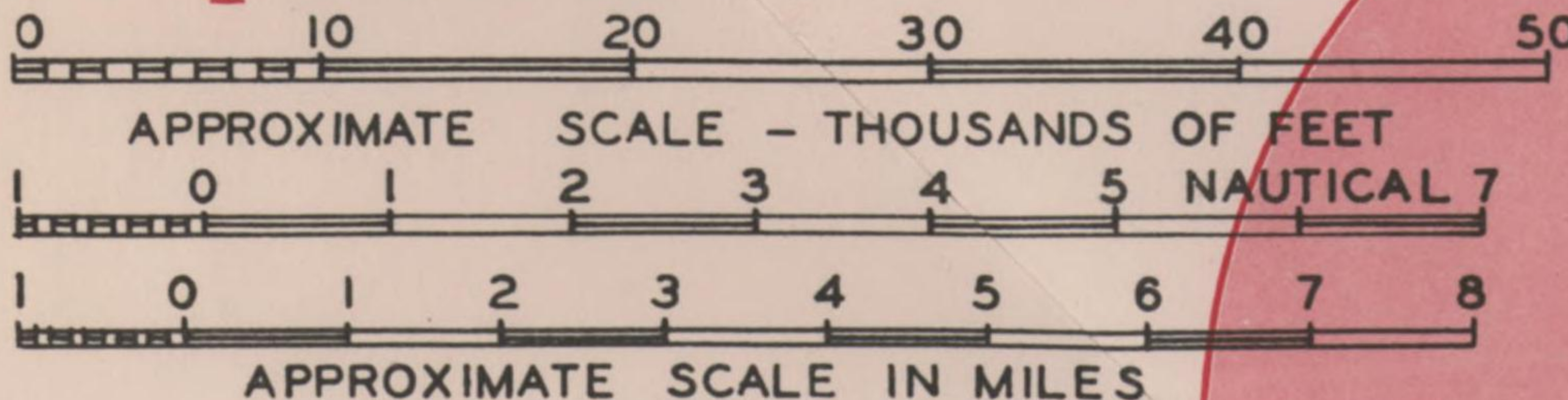




**LEGEND**

TRUE NORTH

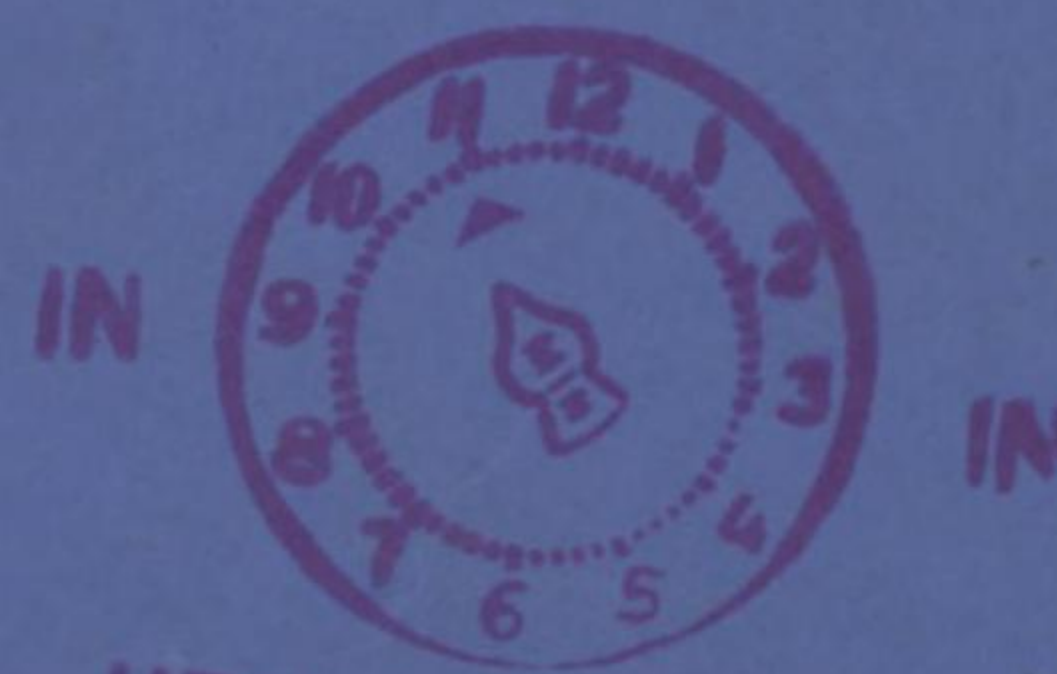
- P** POSSIBLE OR PROBABLE
- 6** ● LOCATIONS OF HAA SITES IN AREAS FROM WHICH HAA FIRE HAS BEEN ENCOUNTERED - SYMBOL INDICATES 6-GUNS
- 3P** ○ LOCATIONS OF HAA SITES IN AREAS FROM WHICH NO HAA FIRE HAS BEEN ENCOUNTERED - (3 PROBABLE OR POSS HAA)
- 2** ● SEARCHLIGHT POSITION OF 2-S/L'S
- 1** ● HAA FIRE ENCOUNTERED - NO PHOTO COVER
- 1** > RADAR - G.L. OR E.W.
- 1** ○ CIRCLES INDICATE MAXIMUM HORIZONTAL RANGE FOR HAA GUNS AT AN ALTITUDE OF 20,000 FEET.
- 1** ● BARRAGE BALLOONS



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**FIGURE 2**



NOV 11 1944



HEADQUARTERS  
TWENTIETH AIR FORCE  
ADJUTANT GENERAL

8742

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