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CONSOLIDATED MISSION REPORT

MISSION NUMBER 15
 FIELD ORDER NUMBER 33
 24 DECEMBER 1944

HEADQUARTERS
 73RD BOMBARDMENT WING
 APO #237, % POSTMASTER
 SAN FRANCISCO, CALIFORNIA

SECRET

2-5239-97

M15

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 Authority: NND 60063
 By: NAKA Date: 1/10

Headquarters
73rd Bombardment Wing

S E C R E T

Mission No. 15
Field Order No. 33
24 December 1944

CONSOLIDATED MISSION REPORT

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S E C R E T

Headquarters
73rd Bombardment Wing
APO #237, % Postmaster
San Francisco, California

Field Order No. 33
Mission No. 15
Date of Mission
24 December 1944

CONSOLIDATED MISSION REPORT

TACTICAL NARRATIVE

1. The Target

Field Order Number 33 of the 73rd Bombardment Wing directed that the 499th and 500th Bombardment Groups supply a maximum number of A/C, and that the 498th Bombardment Group supply sufficient A/C to make a total of 30 A/C if the two former Groups could not supply that number to attack airfields on Iwo Jima. No secondary or last resort targets were designated.

The 497th Bombardment Group was directed to furnish three A/C as navigational aids to coordinate directly with the 318th Fighter Group.

2. Take-off

Thirty-four A/C were scheduled for this mission, including three navigational A/C. Of this number, 29 were airborne. The first navigational A/C left Isely Airfield No. 1, Saipan, at 232001Z and the last at 232003Z. The first combat A/C departed at 240036Z and the last at 240104Z.

3. Bomb Loading

Each of the combat A/C was directed to carry 20 x 500-lb GP fused 0.01 sec nose and 0.025 sec tail. The 26 airborne combat A/C carried a total of 520 GP bombs (130 tons); the three navigational A/C carried no bombs.

4. Route Out

The Task Force was directed to proceed in Squadron column to and over the target. The Assembly Point, Marpi Point, was reached and A/C assembled into Squadrons without difficulty. The first Squadron departed from the Assembly Point at 240048Z and the last at 240106Z.

Squadrons 1, 2, and 4 arrived at the IP (24°14'N-140°50'E) without incident; Squadron 3 experienced difficulty in hitting the IP because of radar malfunction.

5. Bombing Data

Of the 26 A/C which were airborne, two returned early owing to mechanical malfunction. One A/C failed to drop bombs on the primary target because of a bomb rack failure.

A total of 437 x 500-lb GP bombs (109.25 tons) was dropped on Iwo Jima by the 23 A/C bombing the primary target. The first A/C over the target dropped its bombs at 240424Z and the last at 240535Z. Two A/C sighted visually for range and deflection and three A/C dropped on these leaders. Three A/C sighted by radar and 15 dropped on these leaders. On the bomb run, six A/C were flown by the C-1 auto-pilot, and 17 A/C were flown manually.

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Tactical Narrative, Mission No. 15, page 2

5. Contd

Squadron 4 made two runs over the target, dropping its bombs on its final run.

One A/C of the 3rd Squadron dropped 20 bombs (5 tons) on Pagan Island, a target of opportunity. Four A/C jettisoned 43 bombs (10.75 tons) and one returned with 20 bombs (5 tons) to base.

6. Enemy Air Opposition

No enemy air opposition was met on this mission.

7. Enemy Attack Data

See paragraph 6.

8. Anti-aircraft Fire

Twelve A/C encountered meager to moderate and inaccurate flak over the primary target. Continuously-pointed, predicted concentration and barrage fire were encountered. The A/C were flying at altitudes which varied from 19,500 feet to 21,860 feet during the periods of fire; none of them was damaged by flak.

9. Route Back

Combat A/C returned immediately to base.

The navigation A/C rendezvoused with the fighters at 240012Z at Minami Iwo following a 3-minute attack by the latter. The formation then proceeded to base.

10. Damage Assessment

Owing to cloud cover, photographs were recorded by only one Squadron. These, however, are of good quality and cover the entire island of Iwo Jima.

Approximately 50 bursts are visible; a concentration of 20 can be seen on the beach 1300 feet E of the NE/SW runway of Airfield Number 1. A second concentration of 20 bursts is visible on the small storage area 600 feet E of the E/W runway of Airfield Number 2.

11. Our Losses

There were no A/C lost on this mission, and there were no personnel casualties.

12. Claims

There are no claims.

13. Weather

A semi-stationary front was found some distance south of Iwo Jima. Cloud cover over the target varied from 7/10 to complete cover during the bomb run. Occasionally, wide holes in the cloud layers presented themselves, permitting visual bombing by five A/C.

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Tactical Narrative, Mission No. 15, page 3

14. Observation of Importance

There were no observations of importance.

15. Landing Data

The first combat A/C landed at 240740Z. The last at 240856Z.

The first of the navigational A/C landed at 240340Z, the last at 240412Z.

Kenneth P. Bergquist

KENNETH P. BERGQUIST
Colonel, Air Corps
IC/S, Cpas and Trng

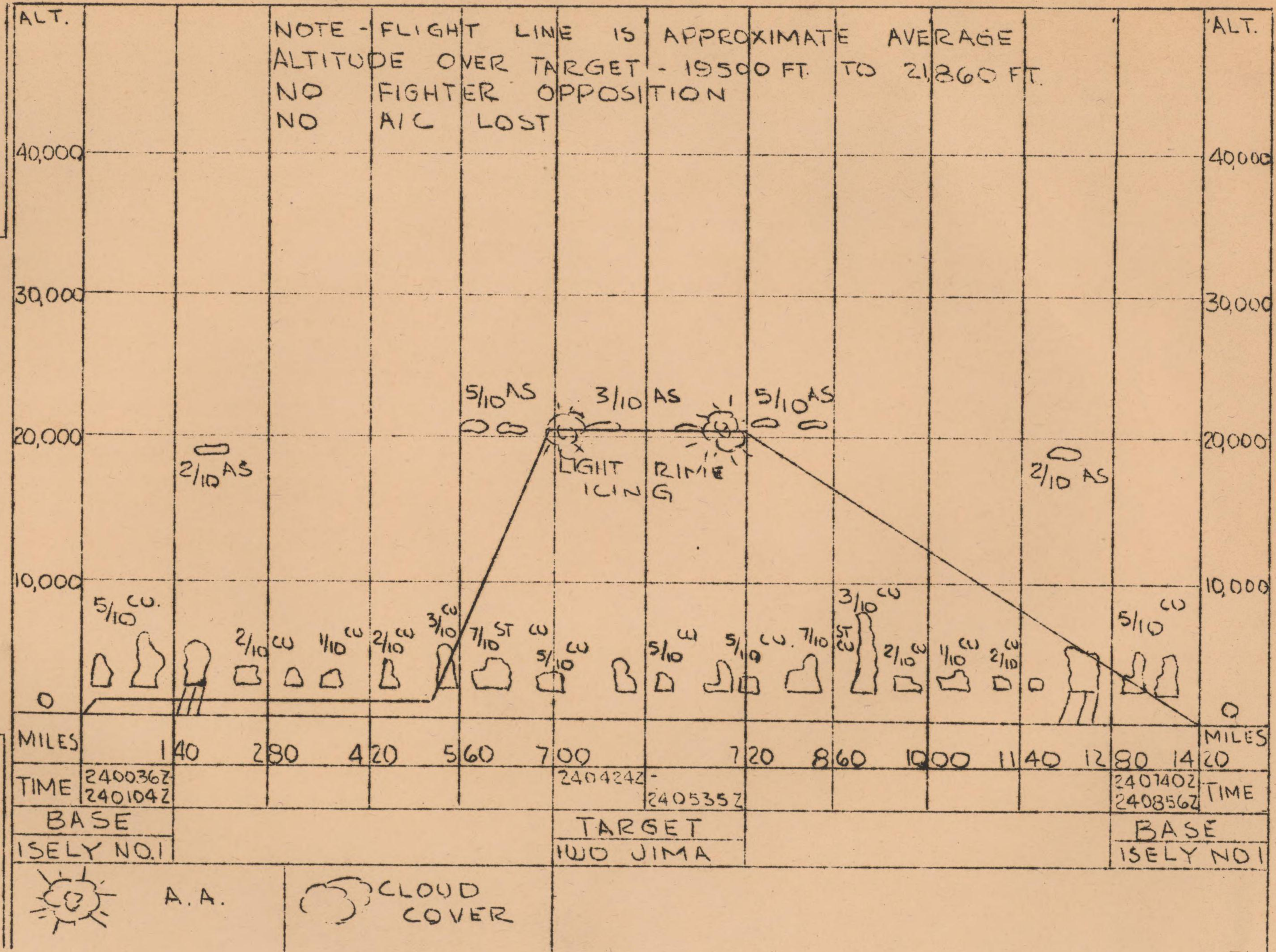
S E C R E T

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Field Order 33
Mission No. 15
24 December 1944

CONSOLIDATED MISSION REPORT
VERTICAL CHART

73rd Bomb Wing
15 January 45
Capt J.T. Davis



S E C R E T

Headquarters
73rd Bombardment Wing

Field Order No. 33
Mission No. 15
24 December 1944

CONSOLIDATED MISSION REPORT

BASIC DATA

1. TIME OF TAKE OFF:

Sq No	Gp No	Place	Time A/C	Last A/C	Elapsed Time	No of A/C	Average take-off Interval
---	497*	Saipan	232001Z	232003Z	3 min.	3	60 sec.
1	499	Saipan	240036Z	240046Z	7 min.	5	84 sec.
2	499	Saipan	240040Z	240043Z	4 min.	4	60 sec.
3	499	Saipan	240048Z	240052Z	5 min.	6	50 sec.
4	500**	Saipan	240053Z	240104Z	12 min	11	80 sec.
Overall***			240036Z	240104Z		26***	

*3 a/c ordered to provide navigational aid to fighters of the 318th Fighter Group.

**Includes 2 a/c from 498th Group.

***Overall total excludes 3 navigational a/c.

2. TIME OF RETURN:**

Sq No	Gp No	Place	Time 1st A/C	Time Last A/C	No of A/C
---	497	Saipan	240340Z	240412Z	2
1	499	Saipan	240816Z	240853Z	5
2	499	Saipan	240755Z	240854Z	4
3	499	Saipan	240740Z	240803Z	4
4	500**	Saipan	240843Z	240856Z	11
Overall***			240740Z	240856Z	24***

*Excludes a/c returning early. See Section 6

**Includes 2 a/c from 498th Group.

***Overall total excludes 2 navigational a/c.

3. SQUADRON ASSEMBLY:

Sq No	Gp No	Place	Time	Altitude
---	497	Marpi Point*	232030Z	1,000'
1	499	Same	240048Z	1,500'
2	499	Same	240053Z	600'
3	499	Same	240000Z	1,000'
4	500**	15°23'N, 145°52'E	240106Z	700'

*3 navigational a/c rendezvoused with fighters over East Field at 232020Z and proceeded to Marpi Point where a 360° turn was made to permit another fighter squadron to join the formation.
**Includes 2 a/c from 498th Group.

4. GROUP ASSEMBLY:

None ordered

5. WING ASSEMBLY:

None ordered

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S E C R E T

Basic Data, Page 2.

6. AIRCRAFT RETURNING EARLY:

Sq No	Gp No	A/C No	Place	Time	Reason
---	497	430(3858)*	Saipan	240338Z	#3 engine losing oil. Prop feathered.
3	499	V43(4673)	Saipan	240632Z	Fuel transfer system out. Bombed Pagan.
3	499	V50(3467)	Saipan	240150Z	Fuel pressure light #2 eng. Release valve failure. Brought bombs back.

*Navigation a/c.

7. ROUTE OUT:*

Route as Ordered	499th Bomb Group		500th Bomb Group			
From: Base	Time	Alt	CAS	Time	Alt	CAS
To: Assembly Pt - Marpi Pt.	240043Z	---	---	240100Z	---	---
To: IP - 24°14'N, 140°50'E	240000Z	1,000'	174	240106Z	700'	209
To: Target	240414Z	20,000'	170	240412Z	20,500'	188
	240424Z	20,500'	170	240512Z**	20,500'	190

*Route of navigation a/c -- heading from Larpi Point - 333°. Climbed to 11,000' to 21°30'N, 143°00'E (232218Z) when descent to "deck" was started. Formation flew at 300' to 400' to IP (25 20'N, 140°32'E). Turned on heading of 130°T to within 15 miles of Iwo Jima where navigation a/c changed course 20° to the right and fighters continued on to target. **Bombed on second run.

8. ROUTE BACK:

A/C returned individually to Base following route ordered: Right turn at target to 25°00'N, 142°20'E to Base. First a/c landed at Isely A/F #1 at 240740Z and the last at 240856Z.
 Navigation a/c -- rendezvous with fighters was completed after a three minute attack by the latter at the rendezvous point, Minami Iwo Jima, 240012Z. Formation proceeded on course of 153° to Base. First a/c arrived Isely A/F #1 at 240340Z and second at 240412Z.

9. INITIAL POINTS: as ordered 24°14'N, 140°50'E.

Sq No	Gp No	Place	Time	Altitude
---	497*	25°20'N, 140°32'E	232350Z	300' to 400'
1	499	24°15'N, 140°50'E	240401Z	20,000'
2	499	None used**	-----	-----
3	499	24°15'N, 140°50'E	240414Z	20,500'
4	500	24°14'N, 140°50'E	240412Z	20,500'

*Navigation a/c.

**Some difficulty was experienced hitting the IP because of radar malfunction.

10. TARGETS ATTACK DATA:

a. No. of A/C Attacking Target

Sq No	Gp No	Primary (Iwo Jima)	Opportunity
1	499	5	0
2	499	3	0
3	499	4	1 (Bombed Pagan)
4	500*	11	0
Total		23	1

*Includes 2 a/c from 498th Group.

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Basic Data, Page 3
Par 10, cont'd

b. Times over Target:

Sq No	Gp No	Time over First A/C	Primary Last A/C	Time over Target of Opportunity
1	499	240507Z	240535Z	
2*	499	240424Z	240510Z	
3	499	240424Z	240424Z	240525Z
4**	500	240513Z	240513Z	

*A/C in Sq #2 bombed target individually, not in formation.

**Includes 2 a/c from 498th Group. See also Par 10G.

c. Heading and Altitude from IP to target:

Sq No	Gp No	Heading (Deg)	Altitude
1	499	38 to 50 T	19,500'
2	499	30 to 270T	20,600'
3	499	39 to 41 T	20,000'
4*	500	38	20,000'

*Includes 2 a/c from 498th Group.

d. Heading and Altitude over Target:

Sq No	Gp No	Heading (Deg)	Altitude
1	499	38 to 50	19,500' to 21,800'
2	499	30 to 270	19,500' to 21,860'
3	499	39 to 41	20,000' to 20,500'
4*	500	38	20,900' to 21,700'

*Includes 2 a/c from 498th Group.

e. Breakaway:

Sq 1, 2, and 3 (499) - right turn to home base at bombing altitude.
Sq 4 (500) - 360° - 19,500'.

f. Rally Point:

None

g. Extra Runs over Target:

499 - A/C V21(3477) - 240458Z - 82°T - 20,500' - for better run over target.

500 - Sq #4 - 240500Z - 38° - 20,000' - expected undercast to clear.

h. Reasons for Failure to Attack:

A/C V29(4688) - 499 - failed to bomb primary target - bomb rack malfunction - jettisoned bombs in ocean.

11. ESCORT DATA:

None ordered.

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Headquarters
73rd Bombardment Wing

Field Order No. 33
Mission No. 15
24 December 1944.

CONSOLIDATED MISSION REPORT

LOSS AND DAMAGE

12. CASUALTIES - PERSONNEL

See Consolidated Statistical Report,
Table VI - Casualties.

13. A/C LOST

None.

14. A/C MISSING

None.

15. TOTAL A/C FAILING TO RETURN

None.

16. DAMAGE TO A/C

None.

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By NAKA Date 11/10

Headquarters
73rd Bombardment Wing

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Field Order No. 33
Mission No. 15
24 December 1944

CONSOLIDATED MISSION REPORT

AA AND AIR-TO-AIR BOMBING

17. ENEMY ANTI-AIRCRAFT FIRE

Primary target: 23 A/C bombed the primary target, but only 12 encountered any anti-aircraft fire.

Flak encountered was meager to moderate and inaccurate. All types of fire, continuously-pointed, predicted concentrations, and barrages, were experienced for limited periods of time. Altitude of formations varied from 19,500 to 21,360 feet. No A/C were damaged by flak.

This was a daylight mission.

Comments: none.

18. OUR TACTICS VS AA

Slight evasive action.

19. AIR-TO-AIR BOMBING AND ROCKETS

None.

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Headquarters
73rd Bombardment Wing

Field Order No. 33
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CONSOLIDATED MISSION REPORT

COMBAT DATA

Paragraphs 20 through 28A.

There was no enemy air opposition.

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Headquarters
73rd Bombardment Wing

Field Order No. 33
Mission No. 15
24 December 1944

CONSOLIDATED MISSION REPORT
OBSERVATIONS AND CREW COMMENTS

29. EXPENDITURE OF AMMUNITION

See Consolidated Statistical Report,
Table VIII - Ammunition Consumption Data.

30. OUR OBSERVED LOSSES BY E/A

None.

31. OUR OBSERVED LOSSES BY AA

None.

32. OBSERVATIONS

None.

33. COMMENTS ON MAPS, CHARTS, AND PHOTOS USED

None.

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Headquarters
73rd Bombardment Wing

Field Order No. 33
Mission No. 15
24 December 1944

CONSOLIDATED MISSION REPORT

GENERAL TECHNICAL DATA

35. FUNCTIONING OF OXYGEN SYSTEM
Satisfactory.
36. FUNCTIONING OF CLOTHING AND PERSONAL EQUIPMENT
Satisfactory.
37. CAMERAS
See report of Photographic Officer.
38. TECHNICAL FAILURES
See Report of Engineering Officer.

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Headquarters
73rd Bombardment Wing

Field Order No. 53
Mission No. 15
24 December 1944

CONSOLIDATED MISSION REPORT

BOMBING DATA

39. Bombing Data: See Consolidated Statistical Report, Table IV, Loading and Disposal of Bombs.
40. Target Attack Data: See Consolidated Statistical Report, Table III, Bombing Run.
41. Conditions over Target: The first Squadron over the target (IWO JIMA) was able to make a visual run, following Squadrons encountered overcast conditions and bombed by radar. No fighter opposition was encountered and AA was negligible. Visibility above the cloud cover was unrestricted. Wind was about 63 knots from 240°.
42. I.F. and A.P.: The coordinates used as an IP were satisfactory as the point could be identified by radar check points. The OAP was excellent and well defined on the radar scope. The visual aiming point was satisfactory.
43. Reasons for failure to Bomb:
2 cases of intervalometer malfunction.
2 cases of automatic release switch malfunction.
1 case of rack malfunction.
The latter case did not release any bombs over the target.
44. Results of Bombing Observed: Only the results of the Squadron bombing visually was observed. These bombs apparently fell along the beach to the right of the target and were spread out in a long string indicating failure to release properly on the leader, two of the late trains were due to automatic release switch malfunction.
45. Possible sources of error in Bombing: Insufficient practice by lead crews. Insufficient radar training.
46. Use of Radar and Efficiency: Radar operators have not had sufficient experience. Some interference from other radar sets in the formation was encountered. All but one Squadron bombed by radar.
47. Comments and Suggestions: Lead crews must have more practice. All switches used in connection with the bomb release system should be located on the bombardiers switch panel including tank switches, door selector switch, and preferable a separate tank salvo switch.

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Headquarters
73rd Bombardment Wing

Field Order 33
Mission No. 15
24 December 1944

CONSOLIDATED MISSION REPORT

BOMB IMPACT DATA

Paragraphs 48 through 51

No. A/C over target: 23 bombed primary target, 1 bombed Pagan Island. *0.1 Bursts*

Bomb load: 20 x 500-lb GF, 0.025 sec tail fuse and 0.01 sec nose.

Direction of attack: Varied from 300T to 820T.

Aiming Point: Intersection of SW/NE and NW/SE runways of Airfield No. 1
Intersection of SW/NE and E/W runways of Airfield No. 2.

Photographic quality and coverage:

Photographs were taken only by one Squadron due to cloud cover. These are of good quality and cover entire island.

SUMMARY

Approximately 50 bomb bursts are visible. A concentration of 20 bursts can be seen on the beach 1300 feet E of NE/SW runway of Airfield No. 1. A second concentration of 30 bursts is visible in the small storage area 600 feet E of the E-W runway of Airfield No. 2.

CONCLUSION

No evaluation of bombing results can be made due to the limited number of bursts visible on the photographs.

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Headquarters
73rd Bombardment Wing

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Field Order No. 33
Mission No. 15
27 December 1944

CONSOLIDATED MISSION REPORT

NAVIGATOR

1. The mission to Iwo Jima, flown 27 December 1944, was comparatively simple. The route was flown as briefed. The initial point and correct axis of attack, were acute problems of this mission.
2. Loran was used to a great advantage on this mission. Accurate signals could be received over the target area.
3. Radar, APO 13, was used to orientate the navigator with the target. Bombing was accomplished with radar. A second bombing run had to be made by one squadron, due to faulty operation and use of the radar.
4. Navigation on this mission could be considered satisfactory.

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Headquarters
73rd Bombardment Wing

Field Order No. 23
Mission No. 15
24 December 1944

CONSOLIDATED MISSION REPORT

BOMBARDIER

See paragraphs 39 through 47.

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Jan 8 1945
JFB
WEATHER SUMMARY:

HEADQUARTERS 73rd BOMBARDMENT WING
CONSOLIDATED MISSION REPORT

TC # 30
Mission # 13
Mission Date
24 Dec 1944

The forecast for cloud cover at ITO JJA presented a difficult problem as a semi-stationary front was located just south of the Island. There was only very questionable evidence of the development of any kind of a cyclonic depression on this surface, however, a low center was forecast to be in the position shown in lat on the enclosed map.

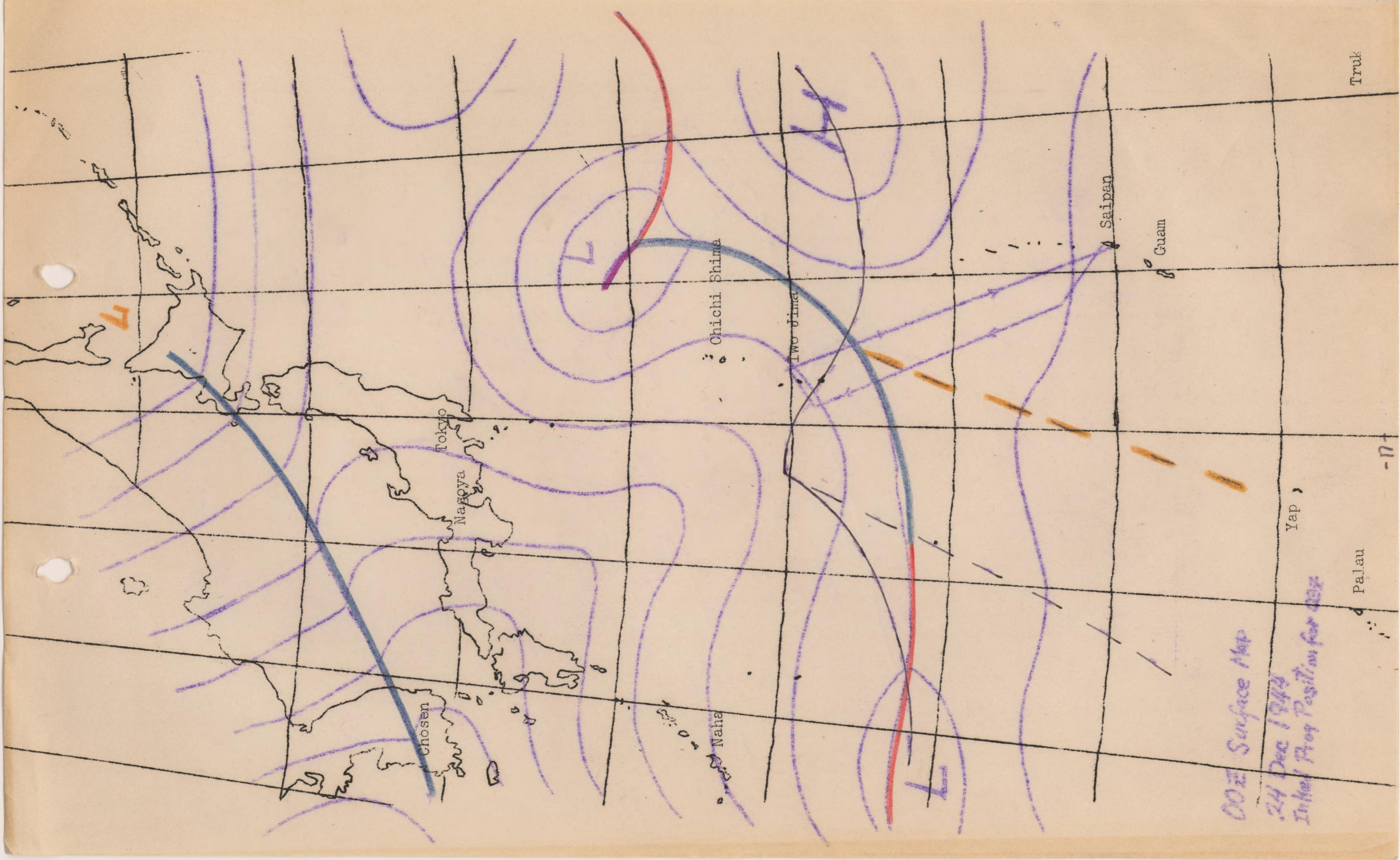
The terminal weather was forecast to remain good through part the period.

Actually the front was encountered much further south than forecast and the cloud cover associated with it was also much less than anticipated. The forecast winds were not greatly in error due to the weak nature of the pressure systems involved. No error in velocity and in the error of bar isograph in direction.

The target cloud cover was considerably less than that forecast. Some of the squadrons were able to bomb visually thru the rather wide holes which were present in both layers present. Most of the squadrons bombed by radar. The wind at bombing level was as forecast.

The weather at the base remained good throughout the period.

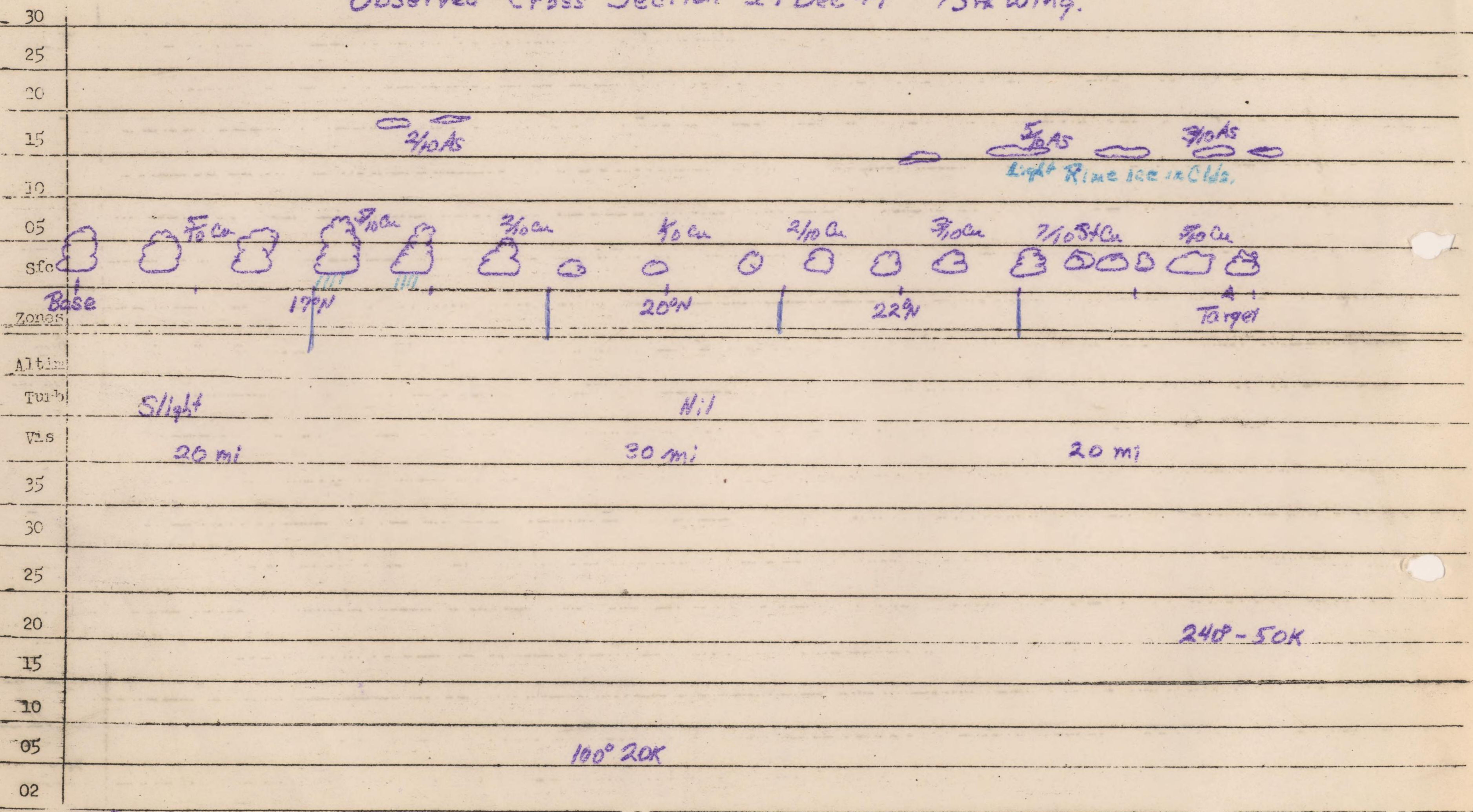
The low center suspected to be developing on this front actually developed earlier than anticipated and so was some distance to the east of the target at bombs away leaving the target behind a weak cold front with the ensuing descending amounts of cloud cover. This placed the flight path thru the weakest portion of the cold front associated with this cyclone.



OOZ Surface Map
 24 Dec 1944
 Initial Prog Position for OZK

Observed Cross Section 24 Dec '44 73rd Wing.

30
25
20
15
10
05
sfc
Zones
Altitude
Turb
Vis
35
30
25
20
15
10
05
02



100° 15K

Headquarters
73rd Bombardment Wing

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Field Order No. 33
Mission No. 15
27 December 1944

CONSOLIDATED MISSION REPORT

CFC SUMMARY

1. This mission encountered no fighter opposition. All expenditure of ammunition was for test fire and loading as SOP of this Organization directs that no weapons will leave the ground loaded.
2. Test firing resulted in the following:
 - a. 2161 rounds of Cal. 50 ammunition (all types) expended.
 - b. 104 rounds of 20 mm ammunition (all types) expended.
 - c. Operation of Equipment was Excellent.

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Headquarters
73rd Bombardment Wing

Field Order No. 99
Mission No. 15
24 December 1944

CONSOLIDATED MISSION REPORT

GROUP FLIGHT ENGINEER AND ENGINEERING OFFICER

56. Flight Engineers Report.

A. (1) Aircraft Malfunctions.

- a. Malfunctions of aborting A/C (Refer to Table II of Consolidated Statistical Summary).
- b. Two A/C reported prop governors sticking.
- c. One A/C reported pressurization system inoperative.
- d. One A/C reported failure of voltage regulator.
- e. One A/C reported Pilots flight indicator inoperative.
- f. One A/C reported fuel transfer pump failure.

(2) Suggested Changes in Equipment.

- a. It is recommended that the carbon Vane type fuel transfer pumps be replaced with metal Vane type.

B. Battle Damage.
(Refer to Par. 16).

C. Cruise Control Analysis.
(Based on 13 A/C from the 499th and 11 A/C from the 500th).

- a. Fuel aboard average 5700 gals.
- b. Bomb load 10,800 lbs.
- c. Average Gross Weight at take off 129,000 lbs.
- d. Fuel consumption, refer to table VII Consolidated Statistical Summary.
- e. Analysis.

499th Group

1000'	2 hrs 45 min.
Climb	55 min.
20000'	25 min.

500th Group

1000'	1 hr 30 min.
Climb	1 hr 20 min.
20000'	1 hr 5 min.

It will be noted that the 499th spent only 25 minutes at bombing altitude before bombs were away as compared to 1 hr and 5 minutes spent by the 500th Group. The 499th Group average fuel consumption to the target was 2780 gals. as compared to an average fuel consumption of 3040 gals. by the 500th. This definitely bears out the point that it is more economical to remain at low altitude a maximum length of time before climbing. The less time spent at bombing altitude before reaching target the more economical the operation will be.

An analysis has not been made of the return flight in that the distance from the target to the home base was relatively short and return flight was not made at maximum range speeds.

SECRET

Wing
Group 73BW
Date 2 Jan 1945
BY Wing Photo O.

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CONSOLIDATED MISSION REPORT
PHOTOGRAPHIC

F. O. No. 89
Mission No. 15
Date of Mission 24 Dec 1944

	K-18	K-19	K-20	K-22	K-25	K-Total
a. Cameras installed	6	0	0	4	12	12
b. Cameras in aborting A/C	1	0	0	0	0	1
c. Cameras in lost A/C	0	0	0	0	0	0
d. Camera in A/C not lost but not returning.	0	0	0	0	0	0
e. Cameras with malfunctions	0	0	0	0	0	0
f. Cameras in operating condition not taking photos	3	0	0	3	10	16
g. Camera taking photos	2	0	0	1	2	5

2. Breakdown of cameras taking photos by A/C Number:

A/C No.	Vertical camera		altitude	Number of photos taken			
	f. stop	shutter interval		K-18	K-19	K-20	K-22
9412	6	1/50	21900	9			
1750	6	1/50	21900	9			
5045	5.6	2/250	21900			16	4
1473							3

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3. Breakdown of cameras not taking photos by cause:

Cause	No. of Cameras	Explanation
a. Mechanical failure		
b. Installation error		
c. Processing error		
d. Camera doors not open		
e. M/Switch not on		
f. Vacuum failure		
g. Power failure		
h. Light failure (Target)	6	Undercast
i. Enemy action		
j. Others	9	no exposures
k.	1	under exposed
l.		
m.		
n.		
o. Total	16	

4. Remarks and suggestions:

5. Instructions for preparing this form:

a. This report will be prepared by Photo Lab Commander and certified by Group S-3:

b. Items:

1a, b, c, d, are self explanatory.

1e - The number of malfunctions due to installation or processing.

1f - Number of non-effective cameras due to camera m/switch not turned on, failure of vacuum to the extent of rendering pictures void, Intervalometer or camera fuze blown, tampering with intervalometer or camera, light conditions over target, enemy action, etc.

1g. g is equal to a minus b, c, d, e, and f.

Item 2 - The f. stop, shutter speed, interval between exposures, altitude will be given for only the vertical cameras by A/C number.

Item 3 - Give a definite explanation of the reason for any malfunction.

Certified by _____
Group S-3

Prepared by _____
Photo Lab Commander

Rank _____

Rank _____

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Headquarters
73d Bombardment Wing

Field Order No. 33
Mission No. 14
24 December 1944

CONSOLIDATED MISSION REPORT

COMMUNICATIONS

1. Strike Reports: Primary and amplified strike reports were received by Ground Station with one exception; one aircraft transmitted both reports, but neither one was received by the Ground Station. No reason has been found for this failure.
2. Fox Transmissions: Time ticks and weather were transmitted on the hour and half hour respectively.
3. Frequencies: Only traffic carried out on this mission was the "fox transmissions" and the primary and amplified strike reports. Strike reports were received on 7310 KC and 11160 KC. Aircraft operators report all frequencies loud and clear over target.
4. Navigational Aids: This mission was flown in formation two and from the target, eliminating numerous requests for bearings. Only one (1) bearing was requested from the Ground Station; bearing was obtained. Both homer and radio range were utilized by aircraft.
5. Net Discipline and Security: No violation of security or breaches of net discipline were recorded during this mission.
6. Enemy Transmissions: Heavy CW interference received by Ground Station during entire mission. Location of these stations is still unknown. Aircraft radio operators report the following: 3145 KC was jammed over target; also heavy CW jamming of frequency 11160 KC over target.
7. Distress: None.
8. Equipment Malfunctions:

SET	MALFUNCTION	497	498	499	500
AN/ART-13	Trailing wire stuck		3	1	
SCR-522	Inoperative Channel "C" receiver out		1	1	
Misc.	Mike button sticking		2		1

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E.O. 11652, Sec. 3(E) and 5(D) of 40120
By AMD NARS, Date OCT 21 1976

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SECRET

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Headquarters
73rd Bombardment Wing

SECRET

Field Order No. 33
Mission No. 15
24 December 1944

CONSOLIDATED MISSION REPORT
RADAR EMPLOYMENT AND RADAR EQUIPMENT OPERATION

1. Employment

a. AN/APQ-13 (Blind Bombing).

A total of four (4) A/C bombed by radar of which three (3) A/C led a total of fifteen (15) A/C across the target. Radar was used as the primary means of navigation in the target area.

b. SCR-718 (Altimeter)

Employment of the radar altimeter was normal.

c. SCR-695 (IFF)

Employment of the IFF equipment was normal.

2. Equipment Performance

a. AN/APQ-13 (Blind Bombing)

Of 27 A/C equipped with radar:

- (1) 15 A/C employed radar in the target area.
- (2) 20 A/C reported satisfactory radar performance.
- (3) 3 A/C reported unsatisfactory radar performance.
- (4) 4 A/C did not operate the radar equipment.
- (5) 87% of the radar sets were operational over the target.

b. SCR-718 (Altimeter)

Two (2) SCR-718 Altimeter failures were reported.

c. SCR-695 (IFF)

No SCR-695 IFF failures were reported.

SECRET

Headquarters
73rd Bombardment Wing

Field Order No. 33
Mission No. 15
24 December 1944

SECRET

CONSOLIDATED MISSION REPORT

RCM REPORT

Negative Report.

SECRET

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73RD BOMB WING

S-E-C-R-E-T

FIELD ORDER NO. 33MISSION NO. 15

24 Dec 44

Consolidated Statistical Summary

Primary Target IWO JIMA AIRFIELDS #1 and #2

Table I Aircraft Participating

	NUMBER OF AIRCRAFT				
	TOTAL WING	497 ^b	498	499	500
A/C Scheduled to Take-off	34	3	2	18	11
A/C Failing to Take-off	5	0	0	3 ^d	2 ^e
A/C Airborne	29	3	2	15	9
A/C Airborne Failing to Bomb Designated Targets	3	-	0	3	0
% of Airborne A/C Failing to Bomb Designated Targets	12%	-	0	20%	0
A/C Bombing Primary Target	23	-	2	12	9
% of Airborne A/C Bombing Primary Target	88%	-	100%	80%	100%
A/C Failing to Return to Home Base	0	0	0	0	0
Time of Take-off:	24 Dec a	23 Dec	c	24 Dec	24 Dec
Earliest	0036Z	2001Z	-	0036Z	0053Z
Latest	0104Z	2003Z	-	0052Z	0104Z
Time of Return:	24 Dec a	24 Dec	c	24 Dec	24 Dec
Earliest	0740Z	0333Z	-	0740Z	0843Z
Latest	0856Z	0412Z	-	0854Z	0856Z

a EXCLUDES NAVIGATION A/C

b NAVIGATIONAL ESCORTS FOR FIGHTERS. DID NOT CARRY BOMBS.

c A/C FLEW AS PART OF 500TH GP FORMATION.

d A/C 647 #4 STARTER BURNED OUT.
A/C 491 #1 PROP GOVERNOR OUT.
A/C 699 #4 PROP GOVERNOR OUT.e A/C 429 -ERRONEOUSLY SCHEDULED- OUT FOR 50-HR INSPECTION & CARBURETOR CHANGE.
A/C 675 -ERRONEOUSLY SCHEDULED- OUT FOR OIL LEAK #3 ENGINE.

S-E-C-R-E-T

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73RD BOMB WING

S E C R E T

FIELD ORDER NO. 33

MISSION NO. 15

24 Dec 44

Consolidated Statistical Summary

Table II Breakdown of Non-Effective Aircraft by Cause

CAUSE	NUMBER OF AIRCRAFT				
	TOTAL WING	497	498	499	500
Mechanical Failure	4	1 a		3 b	
Personnel Failure					
Flight Conditions					
Enemy Action					
Unknown					
Other					
Total	4	1		3	

a. A/C 858 Navigation A/C. #3 engine was feathered due to loss of oil. Could not stay up with formation.

b. A/C 673 Fuel transfer system failure. Bomed PAPAN.
A/C 467 Fuel pressure high #2 engine. Release valve failure.
A/C 688 Bomb rack malfunction.

S E C R E T
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S-E-C-R-E-T

73RD BOMB WING
 24 Dec 44

Consolidated Statistical Summary

FIELD ORDER NO. 33

Table III Bombing Run

MISSION NO. 15

GROUP	TARGET NUMBER	NO. A/C REACHING TARGET	A/C DROPPING BOMBS			TIME OF RELEASE		ALTITUDE OF RELEASE		VISUAL BOMBING A/C SIGHTING FOR:			RADAR BOMBING		A/C OPERATED BY:	
			IN FORMATION	INDIVIDUAL	TOTAL	EARLIEST	LATEST	LOWEST	HIGHEST	R & D	RANGE	DROP ON LEADER	A/C SIGHTING	A/C DROPPING ON LEADER	C-1	MANUAL
499	IWO JIMA	13	11	1	12	0424Z	0535Z	19500	21860	2		3	2		5	7
	PAGAN	1		1	1	0525Z			11800	1					1	
500 a	IWO JIMA	11	11		11	0513Z	0513Z	20900	21700				1	10	1	10
WING	IWO JIMA	24	22	1	23	0424Z	0535Z	19500	21860	2		3	3	15	6	17
	PAGAN	1		1	1	0525Z			11800	1					1	

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a includes 2 A/C of 498th Gp which flew with 500th Gp

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73RD BOMB WING

Consolidated Statistical Summary

FIELD ORDER NO. 33

24 Dec 44

Table IV Loading & Disposal of Bombs

MISSION NO. 15

GROUP	TYPE & WEIGHT OF BOMBS	FUSE SETTING		LOADED				RELEASED ON TARGET				JETTISONED		UNKNOWN		RETURNED		PER CENT OF BOMBS RELEASED ON TARGET		
		NOSE	TAIL	ON ALL AIRCRAFT		ON AIRBORNE AIRCRAFT		IWO JIMA		OPPORTUNITY PAGAN		No.	Tons	No.	Tons	No.	Tons		No.	Tons
				No.	Tons	No.	Tons	No.	Tons	No.	Tons									
498	500 lb GP AN - M64	.1	.025	40	10	40	10	40	10										100%	
499	500 lb GP AN - M64	.1	.025	420	105	300	75	217	54.25	20	5			43	10.75			20	5	72%
500	500 lb GP AN - M64	.1	.025	200	50	180	45	180	45											100%
WING	500 lb GP AN - M64	.1	.025	660	165	520	130	437	109.25	20	5			43	10.75			20	5	84%

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NOTE: Bomb Load per A/C - 20,500 lb GP

S-E-C-R-E-T

73RD BOMB WING

S-E-C-R-E-T

FIELD ORDER NO. 33

MISSION NO. 15

24 Dec 44

Consolidated Statistical Summary

TABLE VI Casualties

	Total	P	CP	NB	BN	FE	ROM	RO	CFC	LG	BG	TG	Other
Killed:	NONE												
497th													
498th													
499th													
500th													
Total Wing													
Missing:	NONE												
497th													
498th													
499th													
500th													
Total Wing													
Seriously Injured:	NONE												
497th													
498th													
499th													
500th													
Total Wing													
Slightly Injured:	NONE												
497th													
498th													
499th													
500th													
Total Wing													
Total Casualties:	NONE												
497th													
498th													
499th													
500th													
Total Wing													
No. Participating	36	3	3	3	3	3	3	3	3	3	3	3	3
497th	24	2	2	2	2	2	2	2	2	2	2	2	2
498th	174	15	15	15	15	15	15	15	15	15	15	15	9
499th	107	9	9	9	9	9	9	9	9	9	9	9	8
500th	341	29	29	29	29	29	29	29	29	29	29	29	22
Total Wing													

S-E-C-R-E-T

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24 December 1944

Consolidated Statistical Summary

Table VII Fuel Consumption Data

	TOTAL WING	GROUP		
		497 a	498	499 b 500 c
Average Fuel Aboard	5979	7230		5700
Average Flying Time	7:54	7:55		7:57
Average Distance - Nautical Air Miles	1438	1300		1378
Fuel Used:				
Average	4147	4024		4365
Median	4143	4100		4428
Maximum	4736	4200		4736
Minimum	3382	3773		3796
Fuel Remaining:				
Average	1832	3206		1335
Median	1837	3200		1272
Maximum	3317	3317		1904
Minimum	964	3100		964
Av Gallons per Hour	512	505		581
Av Gallons per Mile	2.88	3.10		3.17
Total Gasoline Con- sumed & Lost	114,398	12,073		54,308

a Based on 3 A/C - Navigation A/C

b Based on 13 A/C

c Based on 11 A/C, including 2 A/C of 498 Group

Approximate Gross Weight at Take Off:

497 - 126,000 499 - 130,000 500 - 128,000

Times at Various Altitudes:

497 - 11000 Ft 1:30; 300 Ft 1:00; 5000 Ft 2:30
 499 - 10000 Ft 2:45; 20000 Ft 1:25
 500 - 10000 Ft 1:30; 18000 Ft 1:10; 20000 Ft 1:05

73RD BOMB WING

S E C R E TFIELD ORDER NO. 33MISSION NO. 15

24 Dec 44

Consolidated Statistical Summary

Table VIII Ammunition Consumption Data

	AMMUNITION EXPENDED PER GROUP				TOTAL
	497th	498th	499th	500th ^a	
20 MM.					
Fired			75	29	104
On Lost A/C			0	0	
Total			75	29	104
.50 Cal.					
Fired			1024	1137	2161
On Lost A/C			0	0	
Total			1024	1137	2161

	AMMUNITION EXPENDED PER PLANE				TOTAL WING
	497th	498th	499th	500th ^a	
Upper front			23	29	26
Lower front			11	13	12
Upper rear			12	17	15
Lower rear			11	18	15
.50 Cal. Tail			12	26	19
Total .50 Cal.			69	103	87
20 MM Tail			5	3	4

ALL AMMUNITION EXPENDED IN TEST FIRING.

^a Includes ammunition expended by 2 A/C of 498th Group.S E C R E T

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S-E-C-R-E-T

73RD BOMB WING

FIELD ORDER NO. 33
MISSION NO. 15
24 Dec 44

Consolidated Statistical Summary

AIRCRAFT BOMBING SECONDARY & LAST RESORT TARGETS	NONE
ATTACKS & PASSES BY ENEMY AIRCRAFT	NONE
ENEMY AIRCRAFT DESTROYED & DAMAGED	NONE
AIRCRAFT LOST & DAMAGED	NONE
REPAIR OF DAMAGED AIRCRAFT	NONE

S-E-C-R-E-T

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COPY NO 5

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~~TOP SECRET~~
By auth of CG 73BW

*Changed to Secret
by auth., Str. XVI B.
dtd 26 Jan 45.*

Initials *22 Dec 44*
Date

73D BOMB WG
SAIPAN
0700Z 22 Dec 44

FO 33

Maps: Long Range Navigational Charts JAPAN and CAROLINE ISLANDS 1:3,000,000.

1. a. (1) Meager to moderate HV AAA over target. 23 x 75 mm guns and 4 x 120 mm guns and 1 known gun laying radar at the 120 mm battery possibly supplying data to all guns on the island.
- (2) Not more than 10 fighters may be expected to intercept.
- b. (1) (a) Lifeguard information to follow.
- (b) A Naval Task Force will bombard IWO JIMA from 0300Z to 0350Z 24 Dec 44.
- (2) (a) Com Air Forward will provide air defense of the operating base.
- (b) Seventh Air Force fighters will make a sweep over target area at 0015Z 24 Dec 44.
- (c) Seventh Air Force B-24's will attack the target from 0100Z to 0300Z 24 Dec 44.
- (d) Dumbo information to follow.

2. 73d Wg Atks airfields on IWO JIMA 24 Dec 44.

Formation: Sq column.

Method of bombing: Sq pattern. Complete radar approach with final adjustment visually if possible. Bombing will not repeat not commence prior to 0415Z.

Route out and back: Base to MARPI POINT to (17° 00'N - 144° 00'E) to (24° 00'N - 141° 17'E) to (24° 14'N - 140° 50'E) to target. Right turn to (25° 00'N - 142° 20'E) to Base. Two minute dogleg at top of climb before reaching IP.

IP: Point (24° 14'N - 140° 50'E)

Axis of Atk: 39° T.

Maneuver after Atk: Right turn after bombing. Sqs which fail to release bombs on first approach will turn left for a second bombing run.

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FO 33 (contd)

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3. a. 499th Bomb Gp Max No A/C in two Sqs takes off Zero Hr climbs to 20,000 ft. Bombs at 19,000 ft and 19,500 ft. MPI - Intersection of SW - NE and NW - SE runways and Intersection of N-S and NW - SE runways on Airfield No 1.
- b. 500th Bomb Gp Max No A/C in two Sqs takes off Zero Hr plus 15 min climbs to 21,000 ft. Bombs at 20,000 ft and 20,500 ft. MPI - SW end of SW - NE runway and E end of E-W runways Airfield No 2.
- c. 497th Bomb Gp flies three (3) A/C as fighter aids, will coordinate directly with 318th Fighter Gp.
- d. 498th Bomb Gp flies sufficient A/C to make total of thirty B-29's if 499th and 500th cannot fly thirty. Coordinate direct with 499th and 500th Bomb Gps.
- x. (1) Zero Hr: To follow.
(2) Gasoline load: 5700 gal.
(3) Bomb load: One (1) A/C in each Sq - 20 X 500 lb AN-M64A1 GP Fuse M-124 tail only, 25% Ea 6 Hr, 12 Hr, 24 Hr and 36 Hr delay. All other A/C 20 X 500 lb AN-M64 GP fuzed .10 sec nose, .025 sec tail.
(4) Intervalometer setting: 150 ft.
(5) Ammunition: 2600 Rds .50 cal 75 Rds 20 mm.
4. No change.
5. No change.

By command of Brigadier General O'DONNELL:

OFFICIAL:

Wilkinson
WILKINSON
Asst A-3

BERGQUIST
DC/S, O & T

Annex 1 - Communications

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ANNEX I TO FO #33 73BW

~~TOP SECRET~~

By auth of CG 73rd
Bomb Wing

COMMUNICATIONS
(See TAC SOP 30-3)

Y.M.V.
Initials

22 Dec 44
Date

1. Codes-Encoding and Authentication:

- a. Current edition CSP 1270 ().

2. Radio Buoys: None.

3. Rescue Facilities:

- a. To Follow.
b. Call Signs

(1) Voice.

(a) Current call for reference point extracted from letter, CINCPAC, dated 19 Oct 44, subject: "Air-Sea Rescue Reference Point and Code Words".

(b) Addendum 1 to letter listed in Par. above.

(2) CW - Dumbo only - 24V213.

- c. Include Loran line in position report in distress message.

4. IFF:

- a. Turn on at take-off. Turn off 300 miles from base. Enroute home turn on again when 100 miles out from enemy coastline. Leave on until landing.
- b. If IFF is inoperative at a distance of 500 miles or less from the base, the pilot will have radio operator contact Wing Ground Station on CW, transmitting the following information, encoded in CSP 1270 (), until receipted for:

- (1) IFF inoperative.
(2) Course.
(3) ETA.

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E.O. 11652, Sec. 3(E) and 3(D) of
N.M.D.
By *Ed/m* NARS, Date *OCT 21 1976*

T O P S E C R E T

c. When 150 miles from the base, the pilot will establish voice contact with Condor Base on Channel "C", VHF, and state that his "Bojangles" is out, giving course and ETA.

5. Changes to SOP 30-3, dated 8 December 44:

a. Call Signs.

- (1) CW calls will be Victor calls previously assigned.
- (2) Voice calls as assigned in classified letter this Headquarters dated 19 Dec 44, subject: "Aircraft Call Signs".

b. Contact and Strike Reports:

- (1) No contact report by radio of any submarines sighted.
- (2) Strike reports will be made in accordance with TAC SOP 30-2, dtd 12 Dec 44.

c. Two Radio Operators per Squadron will be assigned to monitor Japanese broadcast stations 100 miles out from the enemy coastline going to the target until 100 miles out from enemy coastline on return. The following information will be logged.

- (1) Time of reception.
- (2) Frequency.
- (3) Bearing of station.
- (4) Call Signs of station if obtained.

d. Frequencies: Channel "D" (VHF) will be used when requesting and obtaining VTF/DF bearings.

By Command of Brigadier General O'DONNELL:

OFFICIAL:

Hotchkiss
EDWIN L. HOTCHKISS
Lt. Colonel, Air Corps
Communications Officer.

KENNETH P. BERGQUIST
Colonel, Air Corps,
Dep C/S Op and Tng.

4

~~TOP SECRET~~
By auth of CG 73BW

~~TOP SECRET~~
Initials MB Date 12/23/44

AMMEND 1 TO ANNEX 1 FO 33 73BW

- 1. Add Par. 3a.
- 3. Recue Facilities:
 - a. One Dumbo on station 75 miles bearing 165° from Iwo Jima from 1130K to 1530K using CW call 23V213.
 - b. One Dumbo on station 350 miles on true course from Saipan to Iwo Jima from 1115K to 1700K using CW call 22V213.
- 2. Delete Par 3b (2).

By command of Brigadier General O'DONNELL:

BERGQUIST
DC/S, O & T

OFFICIAL:
Hotchkiss
HOTCHKISS
Comm.

COPY NO 5

~~TOP SECRET~~

~~TOP SECRET~~
By auth of CG 73BW

SWW Initials 23 Dec 44 Date

73D BOMB WG
SAIPAN
0430Z 23 Dec 44

AMENDMENT NO 1 TO FO 33 73D BOMB WG

1. Change Par 3 x (1) to read:
 3. x. (1) Zero Hr: 0035Z 24 Dec 44.
2. Change Par 3 x (3) to read:
 3. x. (3) Bomb load: 20 x 500 lb GP fused .01 sec nose .025 sec tail.

By command of Brigadier General O'DONNELL:

BERGQUIST
DC/S, O & T

OFFICIAL:

Wilkinson
WILKINSON
Asst A-3

~~TOP SECRET~~

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DECLASSIFIED

Authority

By *AW* NAKA Date *11/10*

SECRET

73d Bomb Wg
SAIPAN
1700Z 23 Dec 44

AMENDMENT NO 2 TO FO 33, 73D BOMB WG

1. Change Par 3. a. to read:
 3. a. 499th Bomb Gp Max No. A/C in Sq formations takes off Zero Hr climbs to 20,000 ft. Bombs at 19,000 ft and 19,500 ft.
MPI - Intersection of SW - NE and NW - SE runways and inter-
section of N-S and NW- SE runways on Airfield No 1.
2. Change Par 3. b. to read:
 3. b. 500th Bomb Gp Max No A/C in Sq formations takes off Zero Hr plus 15 min climbs to 21,000 ft. Bombs at 20,000 ft and 20,500 ft.
MPI - SW end of SW - NE runway and E end of E-W runway on Airfield No 2.

By command of Brigadier General O'DONNELL:

BERGQUIST
DC/S, O & T

OFFICIAL:

J. W. WILKINSON
Asst A-3

SECRET

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