

S E C R E T

XX BOMBER COMMAND  
 CONSOLIDATED MISSION STATISTICAL SUMMARY  
 Mission Number Ten  
 14 October 1944

S E C R E T  
 By Authority of the  
 Commanding General:  
 10-25-44 *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	Aver Time of Flight *	
			Total No.	Percent	Total No.	Percent	Reason								A/C Bombing Primary	Airborne A/C Not Bombing Primary
							Mech	Pers	Wea.	Not in Form	Misc	Unknown				
40th	34	34	0	0	6	17.6	3	0	0	0	2	1	2256Z	1015Z	10:23	5:54
444th	34	33	1	2.9	7	21.2	4	0	0	0	1	2	2303Z	1025Z	10:21	5:18
462nd	30	29	1	3.3	2	6.9	2	0	0	0	0	0	2248Z	1036Z	10:42	4:11
468th	34	34	0	0	12	35.3	8	4	0	0	0	0	2255Z	0954Z	10:06	6:30
TOTAL	132	130	2	1.5	27	20.8	17	4	0	0	3	3	2248Z	1036Z	10:25	5:53

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

NOTE: Photo aircraft excluded from all tables.

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 Authority: MND 760063  
 By: *SR* NAPA Date: 10/18/05



S E C R E T

XX BOMBER COMMAND  
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 Mission Number Ten  
 14 October 1944

S E C R E T  
 By Authority of the  
 Commanding General  
 10-24-44 SR  
 Date Initials

Table III - Bombing Runs

Group	No. of A/C Bomb- ing	Target Bombed	Time of Release		Altitude of Release		Visual Bombing		Radar Bombing		On the Loader	Aircraft Dropping On	
			Earliest	Latest	Highest	Lowest	A/C Sighting For		A/C Sighting For			AFCE	Manual
							R & D	Range	R & D	Range			
40th	28	Okayama	0401	0428	24,500	20,600	4				24	4	24
	2	Shipping & China Coast Target	0500	0501	24,000	22,000	2					2	
	1	Hengyang	0253	0253	15,000	15,000			1			1	
444th	26	Okayama	0407	0504	27,000	23,000	4				22	4	22
	* 1	Shipping & China Coast Target	0431	0446	26,000	26,000	1					1	
444th	1	Opportunity	0408	0408	23,000	23,000	1					1	
462nd	27	Okayama	0422	0426	23,000	21,700	3				24	3	24
	1	Hengyang	0149	0149	13,500	13,500			1			1	
468th	22	Okayama	0346	0440	25,000	22,500	4				18	4	18
	2	Shipping & China Coast Target	0355	0516	24,000	21,000	2					2	
	4	Opportunity	0414	0414	25,000	25,000	1				3	1	3
TOTAL	103	Okayama	0346	0504	27,000	20,600	15				88	15	88
	5	Shipping & China Coast Target	0355	0516	26,000	21,000	5					5	
	2	Hengyang	0149	0253	15,000	13,500			2			2	
	5	Opportunity	0408	0414	25,000	23,000	2				3	2	3

\* Two bombing runs.

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NOTE: Photo A/C excluded from all tables.

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Mission Number Ten  
14 October 1944

SECRET  
By Authority of the  
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10-24-44 SR  
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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	Okayama	Heito	Swatow	Namo Island	Heng-yang	Makusha Island	Taichu	Jettison	Return	Unknown
		Nose	Tail												
40th	500# GP Incend.	.1 Inst	.01 ND	17.1 8.9	581 305	473 236		20	12	26		18 42	28	4 27	
444th	500# GP Incend.	.1 Inst	.01 ND	13.8 12.7	457 420	409 267		30			30	90	24 3	24	
462nd	500# GP Incend.	.1 Inst	.01 ND	16.7 10.7	484 309	338 275				30		116 1	30 3		
468th	500# GP Incend.	.1 Inst	.01 ND	17.5 10.9	595 370	299 307		45			72 30	102	77 33		
TOTAL	500# GP Incend.	.1 Inst	.01 ND	16.3 10.8	2117 1404	1519 1085		65 30	12	26 30	72 30	236 133	159 39	28 27	

\* 500# G.P. - AN-M43) AN-M64) Actual weight may average over 500 pounds.  
500# Bomb, Oil-Incendiary AN-M76 (actual weight approximately 475 pounds.)

NOTE: Photo aircraft excluded from all tables.

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By NAPA Date 10/18/05



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XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY  
Mission Number Ten, 10 October 1944

S E C R E T

By Authority of the  
Commanding General:  
10-25-44 BR  
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/C	Accident	Other		E/A	Flak	Own Guns	Accident	Tact Gp	Sv Gp	Rep Gp	
40th	1	0	0	0	1 (Unknown)	1		1			1			
444th	1	0	0	0	1 (Missing)	2		2			2			
462nd	0	0	0	0	0	0								
468th	0	0	0	0	0	0								
TOTAL	2	0	0	0	2	3		3			3			

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S E C R E T

XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY  
Mission Number Ten  
14 October 1944

S E C R E T

By Authority of the  
Commanding General:

10-24-44 JR  
Date Initials

Table VI -- Attacks & Passes by Enemy Aircraft

NEGATIVE REPORT

Table VIII -- Expenditures of Ammunition and Claims Against Enemy Aircraft

NEGATIVE REPORT

NOTE: Photo A/C excluded from all tables.

S E C R E T



S E C R E T

XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY  
Mission Number Ten  
14 October 1944

S E C R E T  
By Authority of the  
Commanding General:  
10-24-44 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				34	34	29	35
Co-Pilot					1												1				34	33	29	34
Navigator					1												1				34	33	29	34
Bombardier					1												1				34	33	29	34
Flt. Engr.					1												1				34	33	29	34
Radar					1												1				34	33	29	34
Radio					1												1				34	33	29	34
GFC Spec					1												1				34	33	29	34
Right Gnr					1												1				34	33	29	34
Left Gnr					1												1				34	33	29	34
Tail Gnr					1												1				34	33	29	34
Pos Unknown																								3
Others					1												1				7	4	4	2
TOTAL					12												12				381	368	323	380

NOTE: Photo A/C excluded from all tables.

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By: SP8 NAPA Date: 10/18/05



S E C R E T

XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY  
Mission Number Ten  
14 October 1944

S E C R E T  
By Authority of the  
Commanding General:

10-24-44 SR  
Date Initials

Table IX - Gasoline Loading and Consumption

Group	Average Gross Wt. Per Plane		Average Gallons Gas Loaded Per Plane		Average Gallons Consumed Per A/C -- Rear To Forward Area	Average Gallons Consumed On Mission		Average Gallons Remaining in A/C after Mission	
	Before Rear Area Take-Off	Before Forward Area Take-Off For Mission	Before Rear Area Take-Off	Before Mission Take-Off Fwd. Area		Per A/C Bombing Primary	Per A/C Not Bombing Primary	Per A/C Bombing Primary	Per A/C Not Bombing Primary
40th	133,553	132,250	5,858	6,177	3,712	5,350	3,166	821	3,046
444th	134,891	131,919	5,713	6,010	4,095	5,173	3,513	838	2,486
462nd	134,200	133,495	6,147	6,258	3,998	5,126	2,090	1,138	4,110
468th	133,964	133,122	5,714	6,100	3,608	5,186	3,771	913	2,329
TOTAL	134,136	132,685	5,856	6,140	3,854	5,213	3,400	931	2,718

NOTE: Photo aircraft excluded from all tables.

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By: NAPA Date 10/18/05



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XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY  
Missions Number Ten, Eleven, Twelve  
14, 16, & 17 October 1944

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By Authority of the  
Commanding General:

10-26-44 SR  
Date Initials

Special Gasoline Study for Double Strike \* Mission

Group	Average Number of Gallons Taken From Forward Area Stocks			
	Per A/C Bombing Primary		Per Airborne A/C Not Bombing Primary	
	On First Strike - Not Participating In Second Strike	On Both Mission Strikes	On First Strike - Not Participating In Second Strike	On Both Mission Strikes
40th	6,604	11,877	4,421	8,292
444th	6,852	12,001	5,192	9,430
462nd	6,277	11,769	3,441	7,528
468th	6,590	11,869	5,475	8,425
TOTAL	6,589	11,858	4,776	8,718

\* (First Strike - Mission #10 - Groups participating - 40th, 444th, 462nd, 468th.

(Second Strike - (Mission #11 - Groups participating - 444th, 462nd, 468th.  
(Mission #12 - Groups participating - 40th.

(Aircraft remained in Forward Area after Mission #10 to participate in Mission #11 and #12.

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ANNEX

0

\* \* \* \* \*  
\* All Field Orders material in the \*  
\* following Annex, originally clas- \*  
\* sified TOP SECRET, is hereby \*  
\* reclassified to SECRET..... \*  
\* By authority CG, XX Bomber Command \*  
\* 28 OCTOBER 1974 JDG \*  
\* Date Initials \*  
\* \* \* \* \*

S E C R E T



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Auth: CG, XX BC

Initials: *JSP*

Date: 6 October 1944

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ON COMBAT MISSION

XX Bomber Command  
APO 493  
6 October 1944 - 2000Z

CORRECTED COPY

FIELD ORDERS )  
:  
NUMBER 10 )

MAPS: AAF Aeronautical Charts, 1:1,000,000 #494, 495, 496, 497, 498, 613, 614.

(or) International Map of the World, 1:1,000,000 CHUNGKING, CHANGSHA, KWELIN, KUNMING, FOOCHOW, HONGKONG, TAINAN.

AAF Aeronautical Charts, 1:500,000 495A, 495B, 495C, 494D, 497A, 497B, 498A, 498C, 498D, 613A, 613B.

AAF Long Range Air Navigation Charts, 1:3,000,000 YELLOW SEA.

Naval Aviation Charts, V-30 Series, 1:2,188,800 #16, 28.

1. a. Omitted.
  - b. (1) Omitted.
  - (2) The 312th Fighter Wing will provide fighter cover for VLR bases in the CHENG TU Area.
2. Staging from bases in the CHENG TU Area, the XX Bomber Command conducts a maximum effort daylight attack on D-Day against ORLYIAI AIRCRAFT PLANT, ORLYIAI, FORMOSA: AAF Target No. 91.6-166. See Annex No. 1, Radar Folder.

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.

IP: DIMSHO ISLAND (23°11'N, 119°25'E)

ROUTE BACK: TARGET - 22°45'N, 119°25'E - LINGCHAN AIRFIELD (30°42'N, 107°50'E) - BASE AREA.

METHOD OF BOMBING: Twelve-plane formations at assigned altitudes, in no case below 23,000 feet true. No aircraft will attack the target

- 1 -

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By JAB NAPA Date 10/13/05



SECRET

without being in formation with at least one other aircraft.

AXIS OF ATTACK: 117° Mag.

AIMING POINT: Center of group of four large assembly buildings lying southeast of and adjacent to railroad track running northeast-southwest through plant area.

3. a. The 40th Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 2256Z on D minus one, will bomb from 24,000 feet true as follows:

ROUTE OUT: BASE AREA - ASSEMBLY POINT #1 (SUINING AIRFIELD, 30°29'N, 105°36'E) - ASSEMBLY POINT #2 (RIVER BEND at 27°27'N, 112°53'E) - ASSEMBLY POINT #3 (RIVER MOUTH at 23°58'N, 117°43'E) - IP - TARGET.

ASSEMBLY ALTITUDES: ASSEMBLY POINT #1: 8,000 feet indicated.  
ASSEMBLY POINT #2: 500 feet above the undercast.  
ASSEMBLY POINT #3: 24,000 feet true.

- b. The 444th Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 2303Z on D minus one, will bomb from 26,000 feet true as follows:

ROUTE OUT: BASE AREA - ASSEMBLY POINT #1 (SUINING AIRFIELD, 30°29'N, 105°36'E) - ASSEMBLY POINT #2 (RIVER BEND at 27°27'N, 112°53'E) - ASSEMBLY POINT #3 (RIVER MOUTH at 23°58'N, 117°43'E) - IP - TARGET.

ASSEMBLY ALTITUDES: ASSEMBLY POINT #1: 6,000 feet indicated.  
ASSEMBLY POINT #2: 2,500 feet above the undercast.  
ASSEMBLY POINT #3: 26,000 feet true.

- c. The 452nd Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 2248Z on D minus one, will bomb from 23,000 feet true as follows:

ROUTE OUT: BASE AREA - ASSEMBLY POINT #1 (PEISHIYI AIRFIELD, 29°25'N, 106°30'E) - ASSEMBLY POINT #2 (RIVER BEND at 26°50'N, 112°27'E) - ASSEMBLY POINT #3 (23°35'N, 117°19'E) - IP - TARGET.

ASSEMBLY ALTITUDES: ASSEMBLY POINT #1: 8,000 feet indicated.  
ASSEMBLY POINT #2: 500 feet above the undercast.  
ASSEMBLY POINT #3: 23,000 feet true.

- d. The 468th Bombardment Group, dispatching its aircraft as rapidly as possible from its forward base beginning at 2255Z on D minus one, will bomb from 25,000 feet true as follows:

ROUTE OUT: BASE AREA - ASSEMBLY POINT #1 (PEISHIYI AIRFIELD,

- 2 -

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29°25'N, 106°30'E) - ASSEMBLY POINT #2 (RIVER BEND at 26°50'N, 112°27'E) - ASSEMBLY POINT #3 (23°35'N, 117°19'E) - IP - TARGET.

ASSEMBLY ALTITUDES: ASSEMBLY POINT #1: 6,000 feet indicated.  
ASSEMBLY POINT #2: 2,500 feet above the undercast.  
ASSEMBLY POINT #3: 25,000 feet true.

- x. (1) SECONDARY TARGET: HAITO AIRPORT, Depot Installations and Air Arsenal, HAITO, FORMOSA: AAF Target No. 91.6-57. See Annex No. 1, Radar Folder.
- (2) If neither the PRIMARY nor SECONDARY TARGETS can be bombed visually, the following target will be bombed by radar: Storage warehouses and shipping in main wharf area, TAILO, FORMOSA (AAF Target No. 91.6-8a). See Annex No. 1, Radar Folder.
- (3) PRIMARY TARGET: Shipping targets of opportunity in coastal ports of FORMOSA and CHINA.
- (4) LAST RESORT TARGET: Airfield at HENGJIANG, CHINA (26°56'N, 112°32'E): XX Bomber Command Target No. 83.4-...
- (5) Starting on D minus five and continuing through D plus one, each Group will move all available combat-operational aircraft to the CHANGTU area prepared for a combat mission.
- (6) BOMB LOAD:
- (a) Minimum of 30 incendiary 500-pound M-76 bombs per aircraft equipped with center section wing tanks, fused instantaneous nose and non-delay tail.
- (b) Minimum of 24 GP 500-pound M-64 (TNT filled) per aircraft not equipped with center section wing tanks, fused .1 second nose and .01 second tail.
- (7) Assigned bombing altitudes will be attained prior to reaching Assembly Point #3.
- (8) If instrument conditions prevail at assigned altitude at Assembly Point #1, aircraft will assemble in formation at Assembly Point #2. If instrument conditions prevail at Assembly Point #2, formations will be assembled at Assembly Point #3.
- (9) All turns for assembly will be made to the left by the leaders and deputy leaders, to the right by all other aircraft.
- (10) After arriving on the CHANGTU area any aircraft which cannot be made combat-operational by D plus two will return without delay to its HNDIA base. Those aircraft which can be made

- 3 -

SECRET

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By JAB NAPA Date 10/13/05



SECRET

combat-operational by D plus two will be prepared immediately for a combat mission on that day.

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. 3, RCM Instructions.
- b. Command Post: Forward Echelon Detachment, Headquarters, XX Bomber Command, APO 493.

By command of MAJOR GENERAL LEMAY:

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

OFFICIAL:

*Joseph J. Houston*  
JOSEPH J. HOUSTON  
Colonel, Air Corps  
Deputy Chief of Staff  
Operations

ANNEXES:

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

DISTRIBUTION:

- 1 - C.G., Twentieth Air Force
- 1 - C.G., AAF, IBS, CBI, (less Annex No. 1)
- 1 - C.G., Fourteenth Air Force (less Annex No. 1)
- 1 - C.G., 312th Wing (F) (less Annexes No. 1 and 3)
- 1 - CBI, AAF Evaluation Board
- 1 - C.G., XX Bomber Command
- 1 - Chief of Staff, XX Bomber Command
- 1 - D/CS, Operations
- 2 - Chief, Intelligence Section
- 2 - Chief, Opns, Plans, & Ing Section
- 3 - C.O., 40th Bomb Group
- 3 - C.O., 444th Bomb Group
- 3 - C.O., 462nd Bomb Group
- 3 - C.O., 468th Bomb Group
- 3 - C.O., Forward Echelon Detachment, XX Bomber Command, APO 493

- 4 -  
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Authority NND 760063

By JAB NAPA Date 10/13/05



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:TOP SECRET :  
:Auth: CG,XX BC :  
:Initials *WJG* :  
:Date: 6 Oct 44 :  
:.....

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ON COMBAT MISSION

Annex No. 1 to Field Orders Number 10, 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. Scope photographs will also be taken of all rescue craft when first identified and at a range of nine (9) miles.

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 primary target is the OKAYAMA AIRCRAFT REPAIR and ASSEMBLY PLANT located at 22° 47' N and 120° 16' E. Aircraft from all bomb groups will attack the target in formation, on an axis of 117° 30' M from the IP located at Daisho Island (23° 11' N, 119° 25' E). When on course, the target, slightly under four miles from the coastline, will be the first signal to appear on the screen. As the distance decreases, the town, behind the target and also behind and to the left of the target, will appear. The aiming point will be the near edge of the first signal to appear. Two predicted scope appearances (C and D) have been furnished for study on this approach.

5. As there are two courses of approach to the IP, additional series of predicted drawings have been prepared. The 40th Bomb Group and 444th Bomb Group will use the northern of these approaches. For this purpose drawing "B" has been provided. The 462nd and 468th Bomb Groups will use the southern approach to the IP. Drawings "E," and "I" have been prepared for study on this approach.

-1-  
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By *JAB* NAPA Date *10/13/05*



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6. The secondary target is the HEITO AIRPORT AND AIR ARSENAL located at  $22^{\circ} 41'$  N and  $120^{\circ} 27'$  E. Predicted scope drawing "K" has been furnished for study. This has been drawn on an axis of attack of  $121^{\circ}$  M. In addition, three (3) radar navigational maps are furnished for both the primary and secondary targets.

7. The last resort target is HENGYANG AIRFIELD located at  $26^{\circ} 56'$  N and  $112^{\circ} 32'$  E. HENGYANG AIRFIELD is located in the immediate vicinity of the turning point on the southern course to the IP. Drawing "E" will be used for study.

By Command of MAJOR GENERAL LEMAY:

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

OFFICIAL:

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

Exhibits:

- "A" - Scope drawings and target material for:  
OKAYAMA AIRCRAFT REPAIR AND ASSEMBLY PLANT 91.6-166.
- "B" - Scope Drawing and target material for:  
HEITO AIRPORT and AIR ARSENAL 91.6-57.
- "C" - Scope drawings and target material for:  
Navigational purposes, including drawing for HENGYANG AIRFIELD 83.4-A.

-2-

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By JAB NAPA Date 10/13/05



S E C R E T

EXHIBITS TO ANNEXES

Mission No. 10

14 October 1944

Exhibits to annexes to Field Order No. 10 are listed below in sequence with their approximate original size:

<u>Annex No.</u>	<u>Sequence</u>	<u>Title or Description</u>	<u>Approximate Original size (inches)</u>
1. (Radar)	1.	Probable appearance at point E	8 x 16
	2.	Probable appearance at point F	8 x 16
	3.	Probable appearance at point B	8 x 16
	4.	Probable appearance at point G	8 x 16
	5.	Probable appearance at point L	8 x 16
	6.	Probable appearance at point I	8 x 16
	7.	Probable appearance at point C	8 x 16
	8.	Probable appearance at point D	8 x 16
	9.	Probable appearance at point K	8 x 16
	10.	Probable appearance at point H	8 x 16
	11.	Probable appearance at point J	8 x 16
	12.	Approach chart A-2	16 x 16
	13.	Approach chart C-11	16 x 16
	14.	Approach chart C-12	16 x 16
	15.	Target Chart 33-A	16 x 16

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By JAB NAPA Date 10/13/05



CONFIDENTIAL R-91.6-166 SHEET B

**PROBABLE APPEARANCE AT POINT "B"**  
 20 MILES FROM TURNING POINT  
 ALTITUDE: 25,000  
 SWEEP: 50 MILES

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

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

AT ALTITUDES OTHER THAN 25,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

CONFIDENTIAL  
 PREPARED BY TARGET UNIT-INTELLIGENCE SECTION XX BOMBER COMMAND

CONFIDENTIAL R-91.6-166 SHEET C

**PROBABLE APPEARANCE AT POINT "C"**  
 30 MILES FROM TARGET  
 ALTITUDE: 25,000  
 SWEEP: 50 MILES

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

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

AT ALTITUDES OTHER THAN 25,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

CONFIDENTIAL  
 PREPARED BY TARGET UNIT-INTELLIGENCE SECTION XX BOMBER COMMAND

CONFIDENTIAL R-91.6-166 SHEET D

**PROBABLE APPEARANCE AT POINT "D"**  
 6 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.

CONFIDENTIAL  
 PREPARED BY TARGET UNIT-INTELLIGENCE SECTION XX BOMBER COMMAND



CONFIDENTIAL R-91.6-166 SHEET E

**PROBABLE APPEARANCE AT POINT "E"**  
12 MILES FROM TURNING POINT  
ALTITUDE 25,000  
SWEEP 50 MILES

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

SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.  
AT ALTITUDES OTHER THAN 25,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

CONFIDENTIAL  
PREPARED BY TARGET UNIT-INTELLIGENCE SECTION XX BOMBER COMMAND

CONFIDENTIAL R-91.6-8A SHEET F

**PROBABLE APPEARANCE AT POINT "F"**  
20 MILES FROM TURNING POINT  
ALTITUDE 25,000  
SWEEP 50 MILES

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

SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.  
AT ALTITUDES OTHER THAN 25,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

CONFIDENTIAL  
PREPARED BY TARGET UNIT-INTELLIGENCE SECTION XX BOMBER COMMAND

CONFIDENTIAL R-91.6-166 SHEET G

**PROBABLE APPEARANCE AT POINT "G"**  
20 MILES FROM TURNING POINT  
ALTITUDE 25,000  
SWEEP 50 MILES

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

SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.  
AT ALTITUDES OTHER THAN 25,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

CONFIDENTIAL  
PREPARED BY TARGET UNIT-INTELLIGENCE SECTION XX BOMBER COMMAND



CONFIDENTIAL R-91.6-8A SHEET H

**PROBABLE APPEARANCE AT POINT "H"**  
 12 MILES FROM TURNING POINT  
 ALTITUDE: 25,000  
 SWEEP: 50 MILES

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

SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.  
 AT ALTITUDES OTHER THAN 25,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

CONFIDENTIAL  
 PREPARED BY TARGET UNIT-INTELLIGENCE SECTION — XX BOMBER COMMAND

CONFIDENTIAL R-91.6-166 SHEET I

**PROBABLE APPEARANCE AT POINT "I"**  
 6 MILES FROM TARGET  
 ALTITUDE: 25,000  
 SWEEP: 50 MILES

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

SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.  
 AT ALTITUDES OTHER THAN 25,000 GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

CONFIDENTIAL  
 PREPARED BY TARGET UNIT-INTELLIGENCE SECTION — XX BOMBER COMMAND

CONFIDENTIAL R-91.6-8A SHEET J

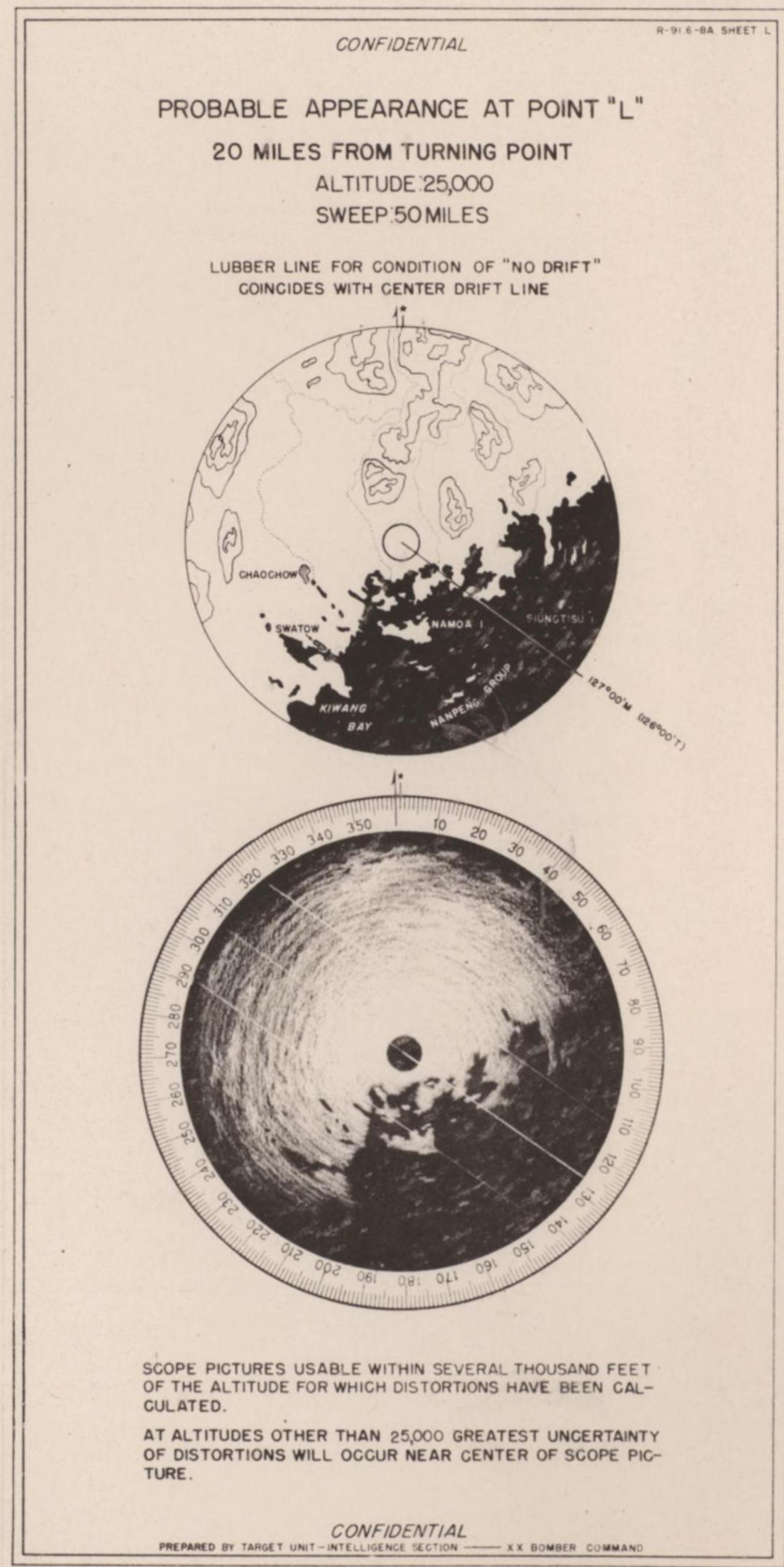
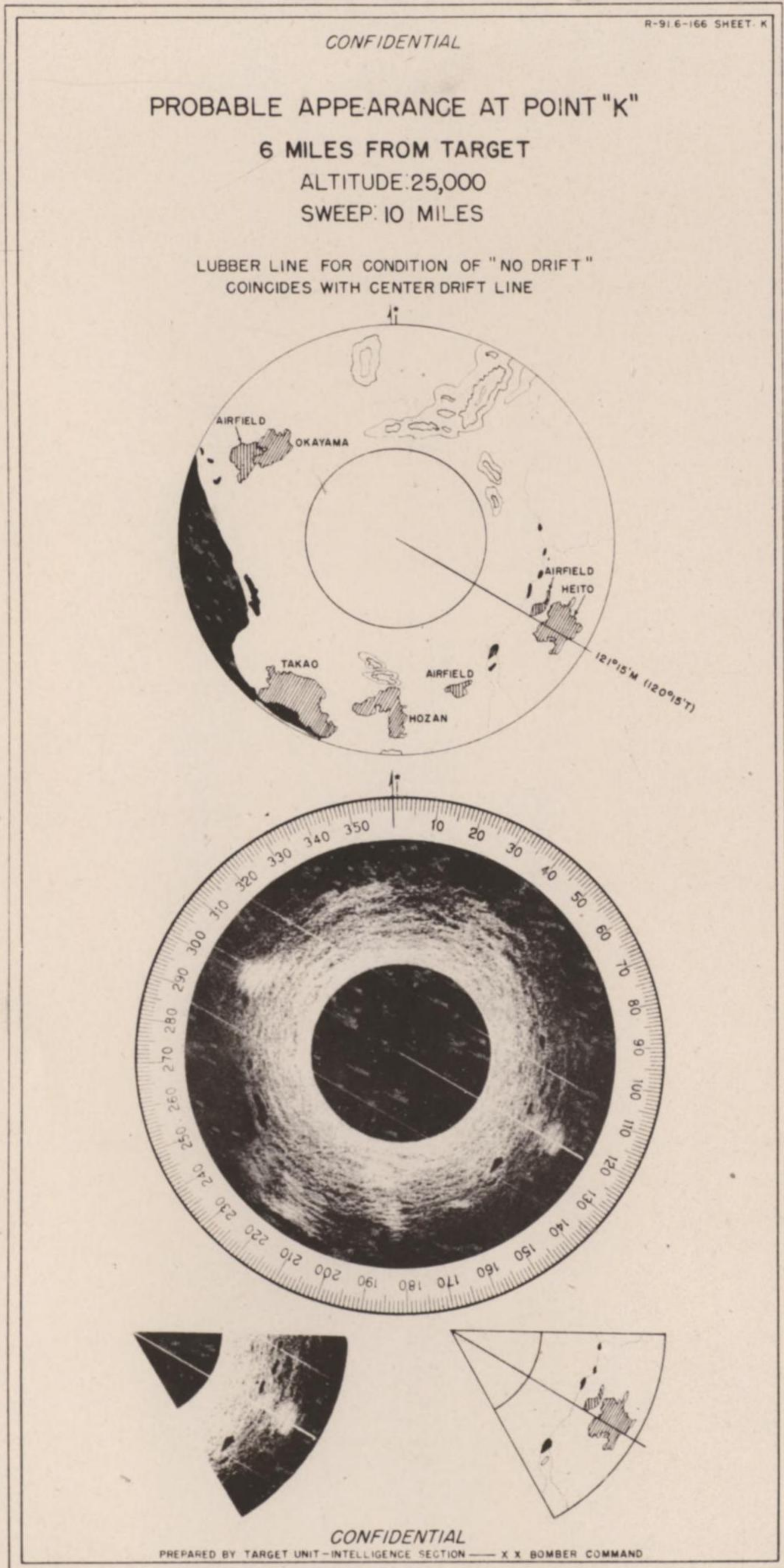
**PROBABLE APPEARANCE AT POINT "J"**  
 8 MILES FROM TARGET  
 ALTITUDE: 25,000  
 SWEEP: 10 MILES

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



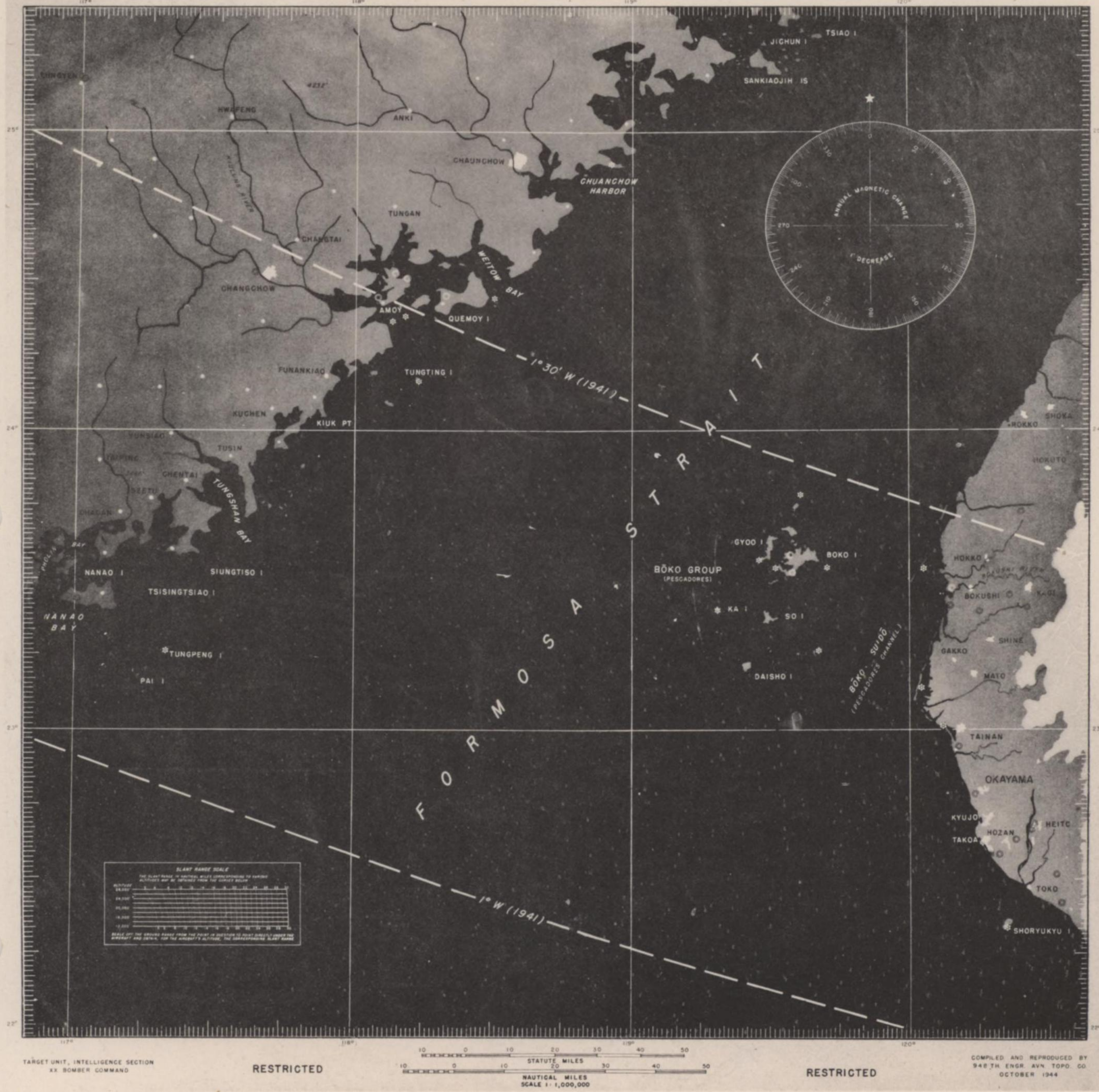




OKAYAMA AREA

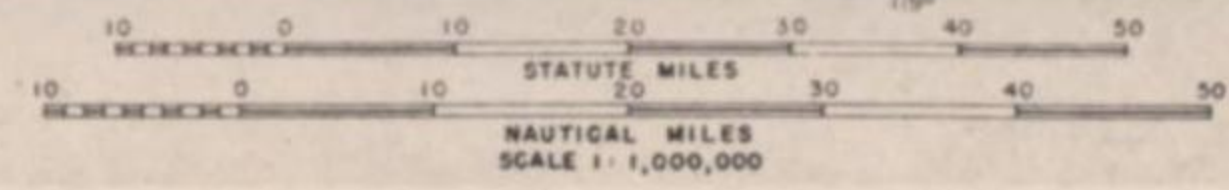
RADAR APPROACH CHART - FORMOSA

CHART NO. A-2 RESTRICTED



TARGET UNIT, INTELLIGENCE SECTION  
XX BOMBER COMMAND

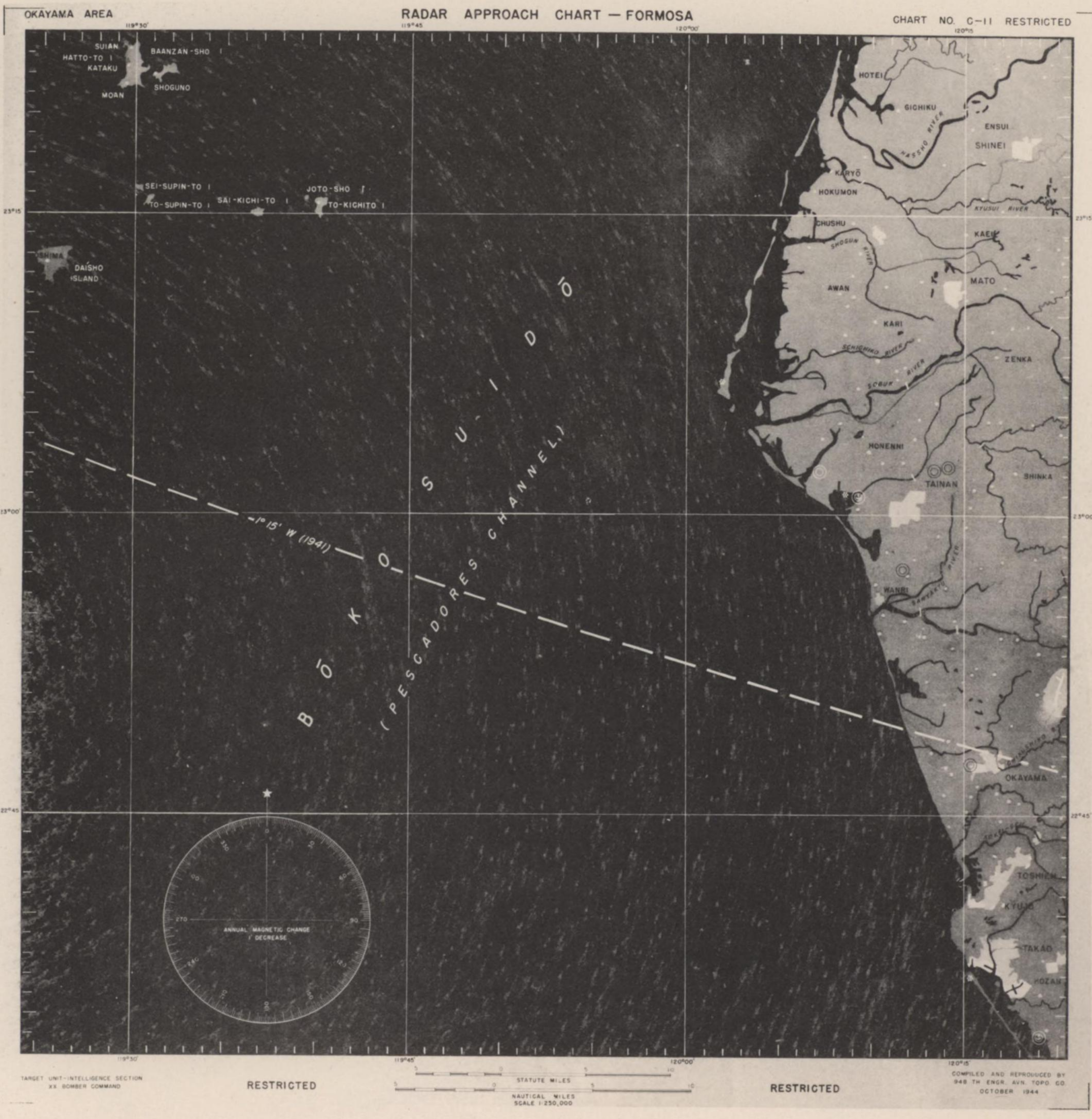
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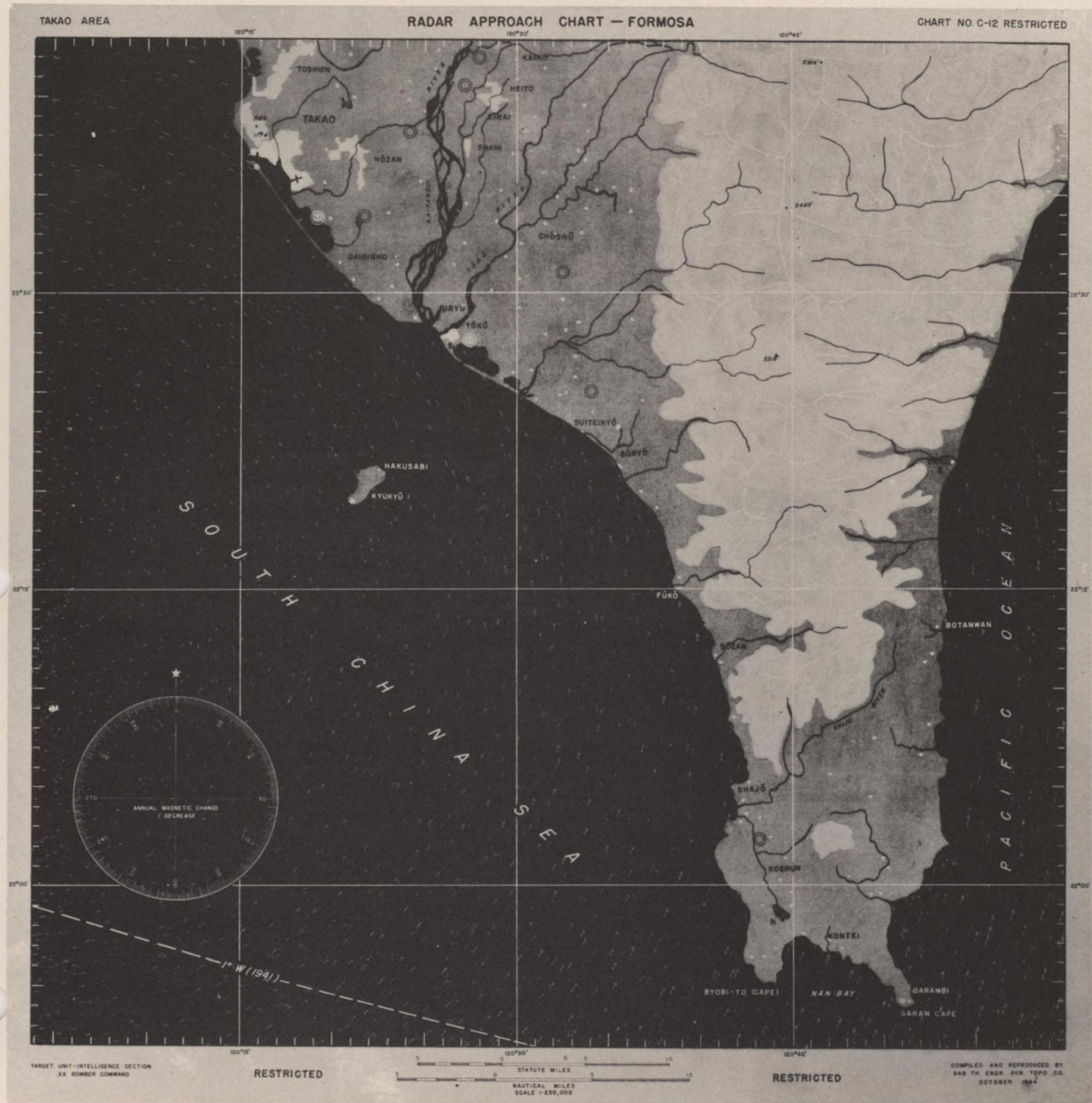
RESTRICTED

COMPILED AND REPRODUCED BY  
NAVY ENGINEERING DIVISION  
OCTOBER 1944









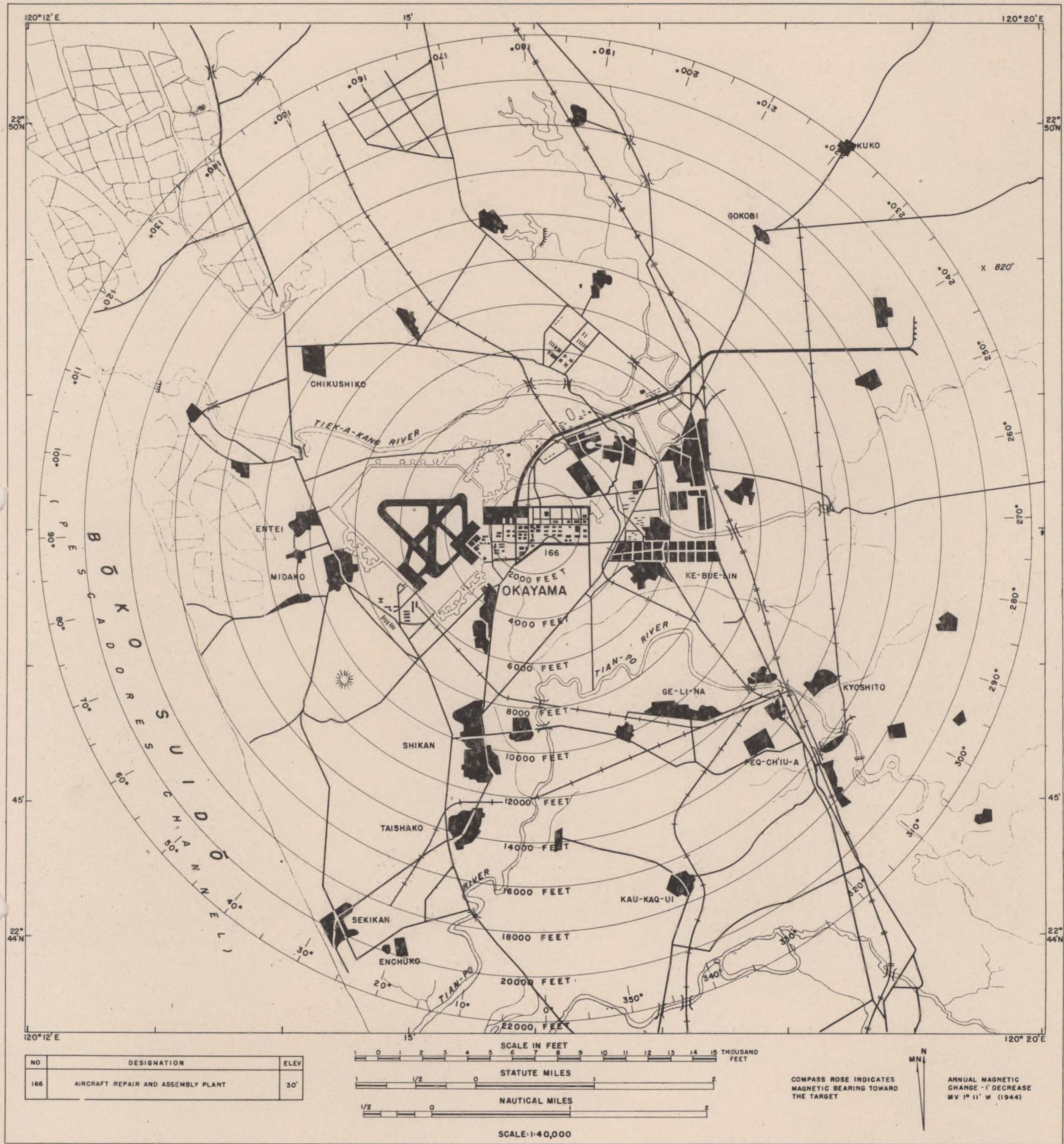
DECLASSIFIED  
 Authority NND 760063  
 By JAB NAPA Date 10/13/05



TARGET UNIT, INTELL. SEC.  
XX BOMBER COMMAND

**OKAYAMA AREA**  
AIRCRAFT REPAIR AND ASSEMBLY PLANT  
TARGET NO 215-166  
OCTOBER 1944

TARGET CHART NO 33A  
RESTRICTED



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By JAB NAPA Date 10/13/05



SECRET

NOT TO BE TAKEN INTO THE AIR  
ON COMBAT MISSION

.....  
.TOP SECRET  
.Auth: CG, XX B  
.Initials *MD*  
.Date: 6 Oct  
.....

ANNEX NUMBER 2 TO FIELD ORDER NUMBER 10 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:

FREQUENCIES

<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
468th Gp	8260 kcs	2807.5 kcs	5D5	A-1

- b. The Forward Area Aircraft Traffic Control Center at Hsinching will stand by 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

-1-  
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By JAB NAPA Date 10/13/05



SECRET

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

(1) 40th Bomb Group:

F O R M I D A B L E  
1 2 3 4 5 6 7 8 9 0

(2) 444th Bomb Group:

F O R M U L A T E S  
1 2 3 4 5 6 7 8 9 0

(3) 462nd Bomb Group:

I M P O R T A N C E  
1 2 3 4 5 6 7 8 9 0

(4) 468th Bomb Group:

S H R I E V A L T Y  
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 kilocycles:

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

-2-  
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By JAB NAPA Date 10/13/05



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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 life rafts, 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 six (6) will be in effect.


6. Signal supply: no change.

7. Index 1-14 to SOI will be in effect.

By Command of MAJOR GENERAL LEMAY:

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

OFFICIAL:

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

-3-  
SECRET



SECRET

. . . . .  
.TOP SECRET . . . . .  
.Auth: CG, XX BC . . . . .  
.Initials:            . . . . .  
.Date: 6 Oct. 44 . . . . .  
. . . . .

NOT TO BE TAKEN INTO THE AIR ON  
COMBAT MISSION

ANNEX NO. 3 TO FIELD ORDERS NO. 10, XX BOMB COMD  
RCM INSTRUCTIONS

1. Each Group will furnish three (3) RCM equipped aircraft, each with one (1) observer. Search for enemy Radar 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 from 70-220 Mc. Two (2) aircraft will search from 1000-3300 Mc. and will also use an additional receiver and YR 1600 recorder and search the 70-220 Mc. band.
  - B. 444th Bombardment Group:

One (1) aircraft with D/F antenna if available, will search from 70-220 Mc. One (1) aircraft will search the 300-1000 Mc. band. One (1) aircraft will search the 70-220 Mc. band.
  - C. 462nd Bombardment Group:

Two (2) aircraft with D/F antenna if available will search from 70-220 Mc. One (1) aircraft will search the 300-1000 Mc. band.
  - D. 468th Bombardment Group:

Two (2) aircraft with D/F antenna if available, will

SECRET



SECRET

search from 70-220 Mc. One (1) aircraft will search  
the 70-220 Mc. band.

By Command of MAJOR GENERAL LEMAY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

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

-2-

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By JAB NAPA Date 10/13/05



S E C R E T

ANNEX

P

SUPPLEMENTAL INFORMATION

- I - Intelligence Telegrams
- II - Map of Ground Situation
- III - Target Information
- IV - Antiaircraft Information
  - A. Flak Intelligence Bulletin F-1
  - B. AA ~~map~~ of Takao Area

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By JAB NAPA Date 10/13/05



S E C R E T

I - INTELLIGENCE TELEGRAMS

Mission No. 10

14 October 1944

A. On 8 October a telegram containing the following information was sent to commanding officers of the 40th, 444th, 462nd, and 468th Groups:

There will be no bombing of surface vessels east of 118°E and south of 23°N off the China coast except in enemy held harbors. Bombing of ports on the island of Formosa can be accomplished.

B. On 9 October a telegram containing the following information was also sent as above:

Prisoner of war camps known to be operative on Formosa are at Tamazato (23° 20'N - 121° 20'E), Karenko (24° 00'N - 121° 40'E) and Taihoku (25° 05'N - 121° 30'E).

Not now believed to be operative but reported earlier in the year are at Heito (22° 42'N - 120° 28'E), Kagi (23° 28'N - 120° 27'E), and Taichu (24° 09'N - 120° 40'E). Crews should be briefed on first three because of War Department request, although they are not on course. Latter three may be discussed at your option.

P-I-1

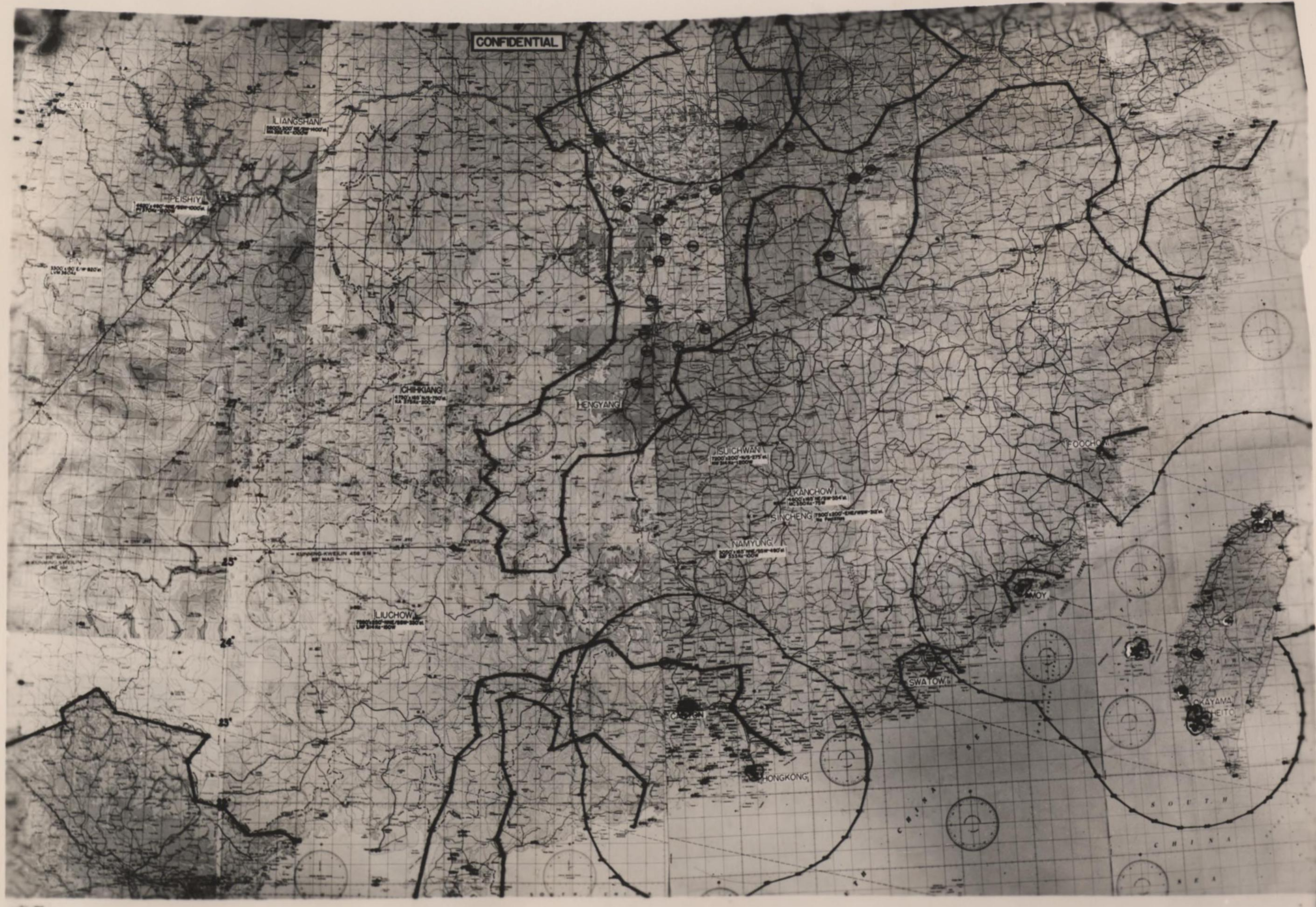
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**"CONFIDENTIAL"**

33

**"CONFIDENTIAL"**



S E C R E T

TARGET NO. 166

OBJECTIVE FOLDER NO. 91.6

TARGET DATA

1. OBJECTIVE:

OKAYAMA AIRCRAFT REPAIR AND ASSEMBLY PLANT

2. COORDINATES AND ELEVATION:

Latitude: 22° 47' N  
Longitude: 120° 16' E  
Elevation: Approximately 50 Feet

3. LOCATION AND IDENTIFIABLE FEATURES

Oval-shaped Formosa is a sub-tropical island 240 miles long and 90 miles wide that lies approximately 100 miles off the south-east coast of China. More than 80% of the Island's surface stands over 1,500 feet above the sea. Three mountain areas are responsible for this conspicuous relief - the narrow jagged East Coast Range, separated by a long fault valley from the Central Mountain Barrier, and the Daiton Mountains on the north tip of the island. This lofty mountainous backbone that forms nearly a complete barrier to East-West throughout the eastern half results in a very precipitous east coast line and a gentle slope to the western side. The net geographic result of this lopsided terrain is that the entire communication system lies in a vulnerable single line along the flat west coast. Five main rivers and numerous smaller streams plunge down the western side of the Central Mountain Barrier on to the western plain where they are transformed into silt-choked meandering streams which overflow their banks in high water season and flood large sections of the flat land.

Okayama is located on the principal railroad line about midway between Takao and Tainan. It is less than four miles from the sea but has no port or other water connections. Characteristic features are the double track railroad, the main highway, a network of minor roads, more than a dozen railroad and highway bridges across the two streams that wind through the area along approaches to the city and the flat surrounding terrain with numerous agricultural villages.

The most significant single feature in the vicinity is the Okayama airfield about two and a half miles southwest of the railroad station. It has four paved runways, the longest of which is 3,600 feet, large dispersal areas with many revetments, six large hangers, and extensive shops and storage buildings at the southwest end. The probable aircraft repair and assembly plant is 400 yards east of the field and covers a rectangular area 2900' x 1400'. It has approximately 1,000,000 square feet of floor space in 42 buildings. The plant is serviced by a railroad which branches from the main line just north of town. Large numbers of workers quarters and military barracks are visible near the plant and airfield. About 3500' west from the southwest corner of the field is an isolated and prominent hill that ought to serve as a good check point. Other prominent hills lie five miles northeast of the field. A taxiway leads from the field and assembly and repair plant to the southwest tip of these where there are extensive underground installations.

-1-

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By JAB NAPA Date 10/13/05



S E C R E T

4. IMPORTANCE:

This plant is probably devoted primarily to the construction of Nakajima trainers and to the repair and modification of combat aircraft. Associated with the target plant is Okayama Airfield, which is a major airbase and a staging point for the movement of combat planes south to the Philippines and the Netherlands East Indies. Because of their strategic location with reference to potential combat areas, the facilities at Okayama assume increased importance with the expansion of operations against the enemy in the Pacific.

Successful attack on the Okayama plant should have a certain amount of immediate effect on the enemy's first line fighter strength, as neutralization of this plant would delay modification and repair. Extensive damage to the plant's custom built machine tools would require four to six months for repair or replacement.

5. SUGGESTED AIMING POINT AND VULNERABLE AREAS:

The suggested aiming point is the center of the group of four large assembly buildings lying southeast of and adjacent to the railroad track which leads northeast - southwest through the plant area. This includes the vital section of the plant where both single and twin-engined planes will be found under repair or modification.

OCTOBER 1944

TARGET UNIT INTELLIGENCE  
XX BOMBER COMMAND

-2-

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By JAB NAPA Date 10/13/05



NOT TO BE TAKEN INTO THE AIR ON COMBAT MISSIONS

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

TARGET NO. 57

OBJECTIVE FOLDER NO. 91.6

TARGET DATA

1. OBJECTIVE:

Heito Airport and Air Arsenal, HEITO, FORMOSA.

2. COORDINATES AND ELEVATION:

Latitude: 22° 41' N  
Longitude: 120° 27' E  
Elevation: 200 feet (est.)

3. LOCATION AND IDENTIFIABLE FEATURES:

Heito is located east of the Katansui-Kei (river) 15 miles north of the Port of Toko. The river at Heito broadens out to one mile in width and is filled with islands and sand bars. There is a 5000 foot steel girder R.R. bridge at this point and a flood control dam across the river north of the bridge.

The flood control dam points directly toward the north edge of the repair depot and hangar building area.

4. IMPORTANCE:

Heito is one of Formosa's major airbases and staging fields for aircraft moving south to the Philippines and Netherlands East Indies. Associated with the base is an Air Arsenal which not only does repair work but accomplishes the final assembly of fighter planes. The strategic location of this target with reference to present and future combat areas contributes greatly to its importance. While the Air Arsenal is relatively small its destruction should have some rather immediate effect on Japanese first line fighter strength. From four to six months would be required to repair or replace the Arsenal's machine tools.

Between 91 and 127 planes, mostly fighters, have been observed at various times at Heito airport. It is probable that a similar number of planes will be here at any one time and some of them would be either destroyed or damaged by an attack on this target.

5. AIMING POINT AND VULNERABLE AREA:

Center of three large saw-toothed buildings which form the repair depot. This A.P. is approximately in the center of the plant.

OCTOBER 1944

TARGET UNIT INTELLIGENCE  
XX BOMBER COMMAND

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By JAB NAPA Date 10/13/05



NOT TO BE TAKEN INTO THE AIR ON A COMBAT MISSION

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

TARGET NO. A

OBJECTIVE FOLDER NO. 83.4

TARGET DATA

1. OBJECTIVE:

Hengyang Airfield, HENGYANG, (HENGCHOW), CHINA.

2. COORDINATES AND ELEVATION:

Latitude: 26° 56' N  
Longitude: 112° 32' E  
Elevation: 320 feet.

3. LOCATION AND IDENTIFIABLE FEATURES:

The Hengyang Airfield is located east of the city of Hengyang at the junction of Siang River and a smaller tributary. Lines of the Canton-Hankow Railway and the Siang River curve around the north end and western side of the field. Dispersal areas branch off to the east. The immediate vicinity does not go beyond 400' elevation but within a radius of 25-50 miles are mountain peaks running up to over 4000 feet.

4. IMPORTANCE OF THE TARGET:

This was formerly an all weather B-25 field with a 4900' runway, nine hardstands and twenty revetments. Its capture by the Japanese in September of 1944 has provided the enemy with a first class field. Its neutralization for even a short space of time would disrupt the air activity of the enemy's South China campaign. At times staging aircraft will be occupying this airdrome.

5. VULNERABLE AREAS:

This objective should be treated as a target of opportunity with concentration on any aircraft which may be observed on the field. If none are present the runway and facilities should be attacked.

OCTOBER 1944.

TARGET UNIT INTELLIGENCE  
XX BOMBER COMMAND

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

- 1 -

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NOT TO BE TAKEN INTO THE AIR ON A COMBAT MISSION

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

TARGET NO. 8a

OBJECTIVE FOLDER NO. 91.6

TARGET DATA

1. OBJECTIVE:

Main Wharf Area, TAKAO, FORMOSA.

2. COORDINATES AND ELEVATION:

Latitude: 22° 37' N  
Longitude: 120° 17' E  
Elevation: Approximately Sea Level

3. LOCATION AND IDENTIFIABLE FEATURES:

Takao Harbor lies at the southern end of the western coastal plain. It has been formed by dredging out the head of a lagoon and has been developed into the best harbor in Formosa. There is one narrow entrance formed by breakwaters. North of the breakwater are precipitous sea-side cliffs with a peak running up to 1174 feet elevation nearly half a mile inland. It is composed of coral and on a clear day can be seen from a distance of 35 miles, being one of the best landmarks in this area.

The main pier is on the northern side of the harbor and can be identified by the long rows of warehouses, a narrow ship basin to the north, and rail lines and engine round houses in the west.

4. IMPORTANCE:

Takao is one of the busiest harbors in the Far East, as it handles not only a large share of Formosa's commercial and military traffic but is an assembly point for convoys moving between Japan, the China Coast, Southeast Asia, and the Netherlands East Indies. Bauxite, oil, aircraft parts, railroad equipment, and shipbuilding materials are imported at Takao, while exports include coal, aluminum, sugar, rice, timber, and alcohol. However, the bulk of the tonnage moving through Takao is probably represented by military traffic. Warehouse space of 3,200,000 square feet, or approximately 70 acres, greatly exceeds ordinary commercial requirements. According to prisoners of war, Takao is one of the principal ports of call and embarkation for troops moving south to battle zones.

Eleven photo reconnaissance missions, flown between 7 November 1943 and 29 August 1944, have revealed an average of 33 merchant ships of 3350 gross tons each or an average total of about 112,000 tons per mission in Takao Harbor. On 29 August there were 32 merchant ships totaling 118,800 gross tons.

The Main Pier at Takao provides practically all the wharfage space for large vessels and can berth 8 vessels at one time. This pier, 4350' x 650', is equipped with railroad spurs, large cranes, fueling facilities, and approximately 830,000 square feet of warehouse space. Successful attack on this target should destroy considerable quantities of military supplies and destroy or damage a number of large ships.

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

5. AIMING POINTS AND VULNERABLE AREAS:

With normal distribution of bombs an Aiming Point in the center of the four large warehouses at the west end of the main wharf should include not only the principal warehouses, but the oil storage area, the railroad terminal with rolling stock and ships at anchorage or tied up at the landing wharves.

OCTOBER 1944.

TARGET UNIT INTELLIGENCE  
XX BOMBER COMMAND

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

- 2 -

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By JAB NAPA Date 10/13/05



S E C R E T

:::::::::::  
:: S E C R E T ::  
::By Auth of the C.G.::  
:: XX Bomber Command ::  
:: 7 Oct 44 JJS ::  
:: Date Initials ::  
:::::::::::

HEADQUARTERS  
XX BOMBER COMMAND  
Intelligence Section  
APO #493

FLAK INTELLIGENCE BULLETIN NUMBER F-1

7 October 1944

TAKAO AREA, FORMOSA

including

HEITO - HOZAN - KATO - OKAYAMA  
TAKAO - TOKO - TOSHLEN

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 issue 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,  
Colonel, Air Corps,  
Chief, Intelligence Section.

Distribution:  
Squadrons

S E C R E T



S E C R E T

71044-F1

I. ANTI-AIRCRAFT DEFENSES:

	HAA GUNS	SEARCHLIGHTS	RADAR
HEITO	9	-	-
HOZAN	-	1	-
KATO	3 Prob	-	-
OKAYAMA	7	3 (1 Prob)	1 EW
TAKAO	36	15	-
TOKO	4	4	-
TOSHIEN	17	1	-
Total	76	24	1 EW

Source of Information: AA Section, A-2, 14th Air Force, Photo Cover partially complete to 4 September 1944.

Reference: Figure 1, "Antiaircraft Dispositions in the Area" with maximum gun circles for 20,000 feet altitude.

II. FIRE ENCOUNTERED FROM AREA:

The only report of fire encountered from this area is as follows:

Accurate heavy antiaircraft fire was encountered by a force of 12-B24's on 31 August 1944, during night, at an unstated altitude and unstated intensity. Three B24's were damaged by heavy anti-aircraft fire and two are missing.

Searchlights on the same mission were also active and "prevented observation of all bombing results."

Source of Information: Weekly Intelligence Summary, 14th Air Force, 6 September 1944.

III. ADJACENT GUN DEFENDED AREAS:

TAINAN 2300N-12013E Believed to have 8 HAA Guns and 3 S/L's based on information of 11 February 44. No fire has been reported from this area.

PESCADORES IS. 2333N-11929E Believed to have 20 HAA Guns and 7 S/L's based on information of 20 December 43. No fire has been reported from this area.

MIYO 2428N-11808E Believed to have 17 HAA Guns and 1 S/L and

-1-

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S E C R E T

71014-11

AMOY (Continued)

it is reported that the Japs are strengthening their AA defenses. Last date of information 30 August 44. Antiaircraft (caliber not reported) fire was encountered on 1 May 44, source of information, Weekly Intelligence Summary, 14th Air Force, 17 May 1944. (The Japanese reported that 1-B25 was shot down, while the 14th Air Force reported that one B25 was missing after the mission.)

IV. WARNING NETS:

It is expected that the enemy will have at least 45 minutes warning of an approach because of the existence of fairly good radar coverage in the immediate area as follows:

Location	Coordinates	Poss. Range, Miles	Rating
AMOY	2428N-11808E	75-100	Suspected
PESCADORES IS.	2353N-11929E	75-100	Possible
OKAYAMA	2248N-12017E	75-100	Definite

It is also believed that coastal areas of Occupied China, the Pescadores Islands, and the coast and inland sections of Formosa have been provided with visual observation stations.

V. BALLOON BARRAGES AND SMOKESCREENS:

None reported.

VI. RECOMMENDED ROUTES OF APPROACH AND WITHDRAWAL:

No analysis of the target area has been made because of the extent of the gun defended area.

The element of surprise should be utilized, however, and aircraft should not remain within maximum gun circles (Figure 1) any longer than absolutely necessary.

-2-

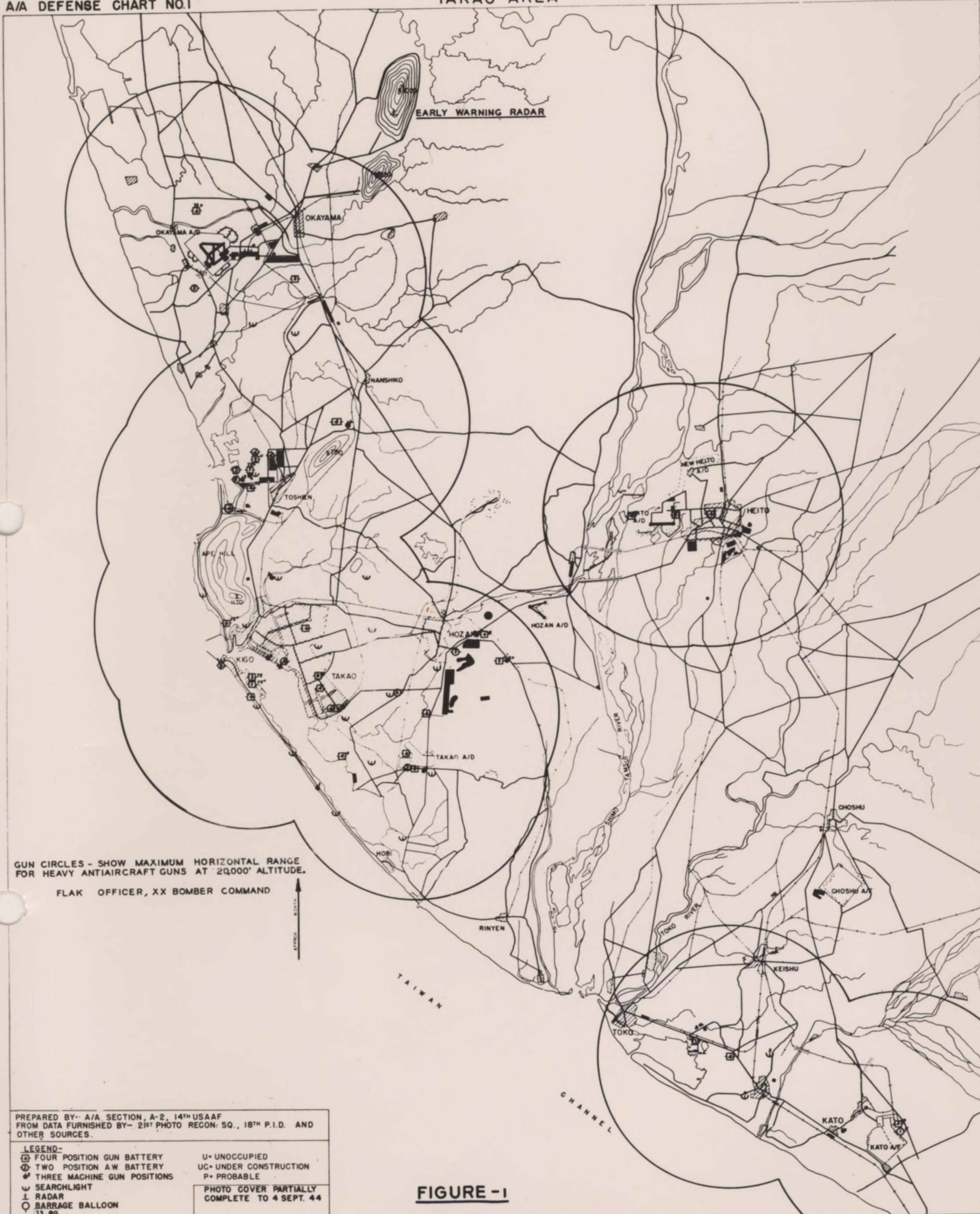
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