



(4) The body of the tail gunner was recovered with unopened parachute attached. It is not known whether he bailed out, but it is considered unlikely since he was burned about the face and hands.

8. Suggestions by the crew:

a. ASR vessels should have better search light facilities and use them continuously in the search area when the chances of enemy activity are slight.

b. Corner reflectors on the one-man life rafts might have been effective in leading the surface vessels to the raft.

c. The flares should be judiciously used and not fired at aircraft without saving some to signal surface vessels. More than two flares should be carried.

d. It should be SOP for planes to blink their lights to show that survivors have been sighted.

e. ASR vessels should have radio aids to navigation, such as Loran Equipment and Radio Compasses.

9. Comments of Interrogation Board:

a. The need for more intensive training is plainly indicated, training that will emphasize raft inflation and the use of various items of equipment. Lecture work is not sufficient.

b. The importance of securing the emergency equipment on the person more effectively should be stressed. A pouch or some similar device to be carried on the person would be preferable to carrying the items in the pockets of the summer flying suit.

c. Combat crew personnel should be impressed with the value of the Mae West flashlight. The shortage which now exists is in large part due to the practice of using the light in the quarters. This practice must cease.

d. Since more flares cannot be carried without replacing other badly needed items, the value of conserving flares should be stressed.

e. All strike aircraft should carry more float lights to mark crew members in the water.

f. All ASR vessels should be equipped with the maximum possible number of searchlights which should be used constantly in the search area, unless enemy activity prevents such use.

g. An alternative CW and/or voice frequency should be assigned by CTF 94 for use by LCI's operating off Northwest and North Field and the Wing Ground Station. This frequency would be used in the event the vessels are required to go beyond voice range on 6970 Kcs.

h. It should be provided in SOP 2B that at night all aircraft observing survivors or planes or lights in the water blink their landing and recognition lights to indicate to the survivors that they have been seen.

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1. A mature officer experienced in LSR work should be stationed aboard surface vessel investigating each LSR incident to take command at the scene of all planes and vessels searching for survivors.

10. Action Taken by this Headquarters:

a. All one-man life rafts will carry only the lever type valve as soon as the change over can be completed.

b. The proper means of carrying flares and emergency equipment in the summer flying suit to prevent loss on bailout has been stressed. A pouch to hang from the belt in which the equipment might be carried is under development.

c. Wing memorandum 55-7, which lists the minimum training required of all crews in emergency procedures, has been reemphasized. Wet dinghy drill is being conducted and action has been taken to provide training in escape from parachute harness.

d. The personal use of items of emergency equipment has been forbidden.

e. Permission has been secured from CTF 94 for the Wing Ground Station to use 4475 Kcs. to communicate with LSR vessels searching for survivors of 315th Bomb Wing planes.

f. A request for additional searchlights on LCI's operating off Northwest Field runway has been sent to CTU 94,7.1.

g. All aircraft now carry six (6) Mark 5, Mod 1, drift signals.

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ANNEX

B

WEATHER

Part I - Weather Summary

Part II - Chart - Forecast vs -
Observed Weather

Part III - Prognostic Map

Part IV - Synoptic Map

Missions No. 263, 264, 265, 266 & 267

12/13 July 1945



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PART I - WEATHER SUMMARYPLANNING FORECAST

Bases: 4-6/10 low clouds, base 1500 feet, tops 6-8000 ft, with few to 20,000 ft. and 4-6/10 middle and high clouds. Occasional moderate showers during day.

Route: To 31°N: Base conditions slowly improving to average of 5/10 low clouds, base 2000 ft, tops 6000 ft.
To coast: 6-8/10 low clouds, 6-8/10 middle and high clouds in warm front oriented NW-SE over western Honshu.

Targets: Tokyo: 6-8/10 low clouds, base 1500 ft, tops 4-5000 ft. and 5/10 middle and high clouds, increasing to overcast layers in afternoon and evening.
Rest: Broken to overcast multiple layers of low, middle and high clouds except Shikoku and south Kyushu which will be in warm sector and have 8/10 low clouds, base 1500 ft, tops 7000 ft. with scattered upper clouds.

OPERATIONAL FORECAST

Base at Broken low, middle and high clouds with scattered showers.

Take-Off:

Route: There will be broken low, middle and high clouds with scattered light showers to 25°N. From 25°N to 30°N there will be scattered low, middle and high clouds. A frontal zone between 30°N and 33°N will give overcast low, middle and high clouds with moderate rain and moderate rime icing. From 33°N to target there will be broken low clouds and scattered middle clouds.

Targets: Tsuruga: 8/10 cumulus, base 2000 ft, top 6000 ft; 4/10 altostratus at 15,000 ft. Winds at 12,000 ft. will be 280° at 35 knots.
Uwa Jima: 5/10 cumulus, base 2000 ft, top 5000 ft; 3/10 altostratus at 14,000 ft; 8/10 cirrus at 27,000 ft. Winds at 15,000 ft. will be 300° at 35 knots.
Utsunomiya: 4/10 cumulus, base 2000 ft, top 5000 ft; 3/10 altostratus base 14,000 ft, top 16,000 ft. Winds at 16,000 ft. will be 270° at 40 knots.
Kawasaki: 5/10 cumulus, base 2000 ft, top 5000 ft; 4/10 altostratus at 14,000 ft. Winds at 16,000 ft. will be 280° at 40 knots.
Ichinomiya: 6/10 stratocumulus, base 2000 ft, top 5000 ft; 3/10 middle clouds, base 14,000 ft, top 16,000 ft. Winds at 10,000 ft. will be 280° at 35 knots.

Base on

Return: Scattered low, middle and high clouds with scattered light showers.

OBSERVED WEATHER

Bases on 4-5/10 low clouds, base 2000 ft, tops 6000 ft. with few scattered showers in area and patches of middle clouds at 11,000 ft. and scattered high clouds. Visibility unlimited except 2 miles in showers.

Route: To 20°N: as bases.
to 24°N: 3-4/10 low clouds, with tops 6000 ft. and occasional tops to 15,000 ft. with scattered showers, scattered middle and high clouds.
to 31°N: 2/10 low clouds, tops 4000 ft.



To Empire: Overcast low clouds with tops 10-15,000 ft. and unknown amounts of upper cloud. Moderate turbulence. Cloud tops decreased and some breaks appeared near Empire coast.

Targets: Tsuruga: 10/10 low clouds, tops 8-10,000 ft. with few to 12,000 ft. and overcast of thin middle cloud in layers near 10,000 ft. Winds at 12,000 ft. were 260° at 40 knots.
Uwa Jima: 10/10 middle clouds above and below flight altitude of 15,000 ft. Other clouds unobserved. Winds at 15,000 ft. were 280° at 40 knots.
Kawasaki: 5-10/10 variable low clouds with tops 8000 ft. and 7-9/10 thin middle clouds in layers between 14-20,000 ft. Winds at 16,000 ft were 260° at 40 knots.
Utsunomiya: 10/10 low clouds, tops 10,000 ft. with thin layers of middle clouds based at 15,000 ft. Winds at 17,000 ft. were 250° at 32 knots.
Ichinomiya: 10/10 low and middle clouds. Winds at 10,000 ft. were 260° at 42 knots.

Bases on 3-4/10 low clouds with scattered light showers and scattered
Return: middle and high clouds. Base of low clouds 2000 ft. Visibility unrestricted except to 4 miles in light showers.

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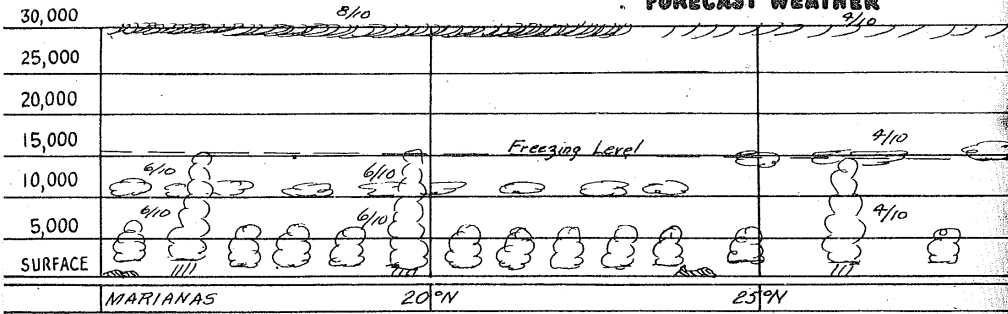


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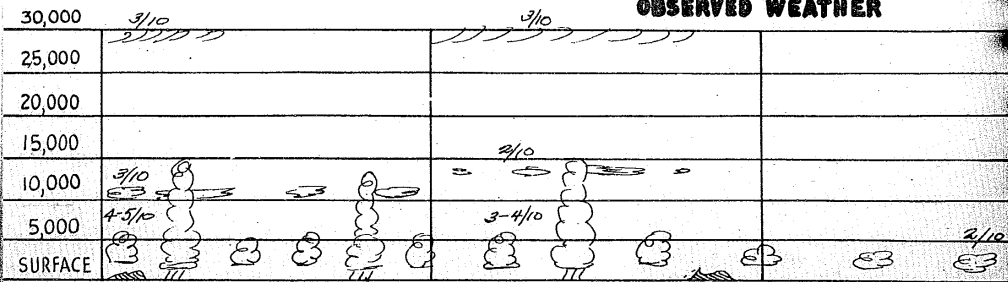
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MISSIC 'S 263, 264, 265, 266 & 267

FORECAST WEATHER



OBSERVED WEATHER



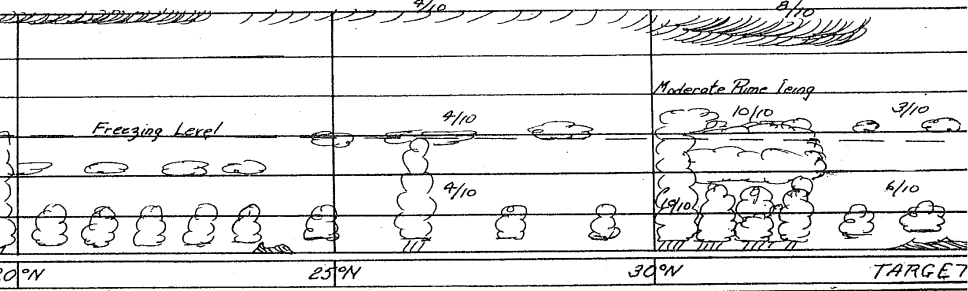
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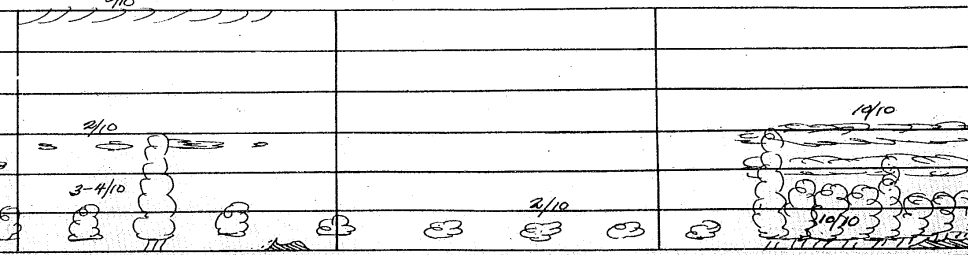
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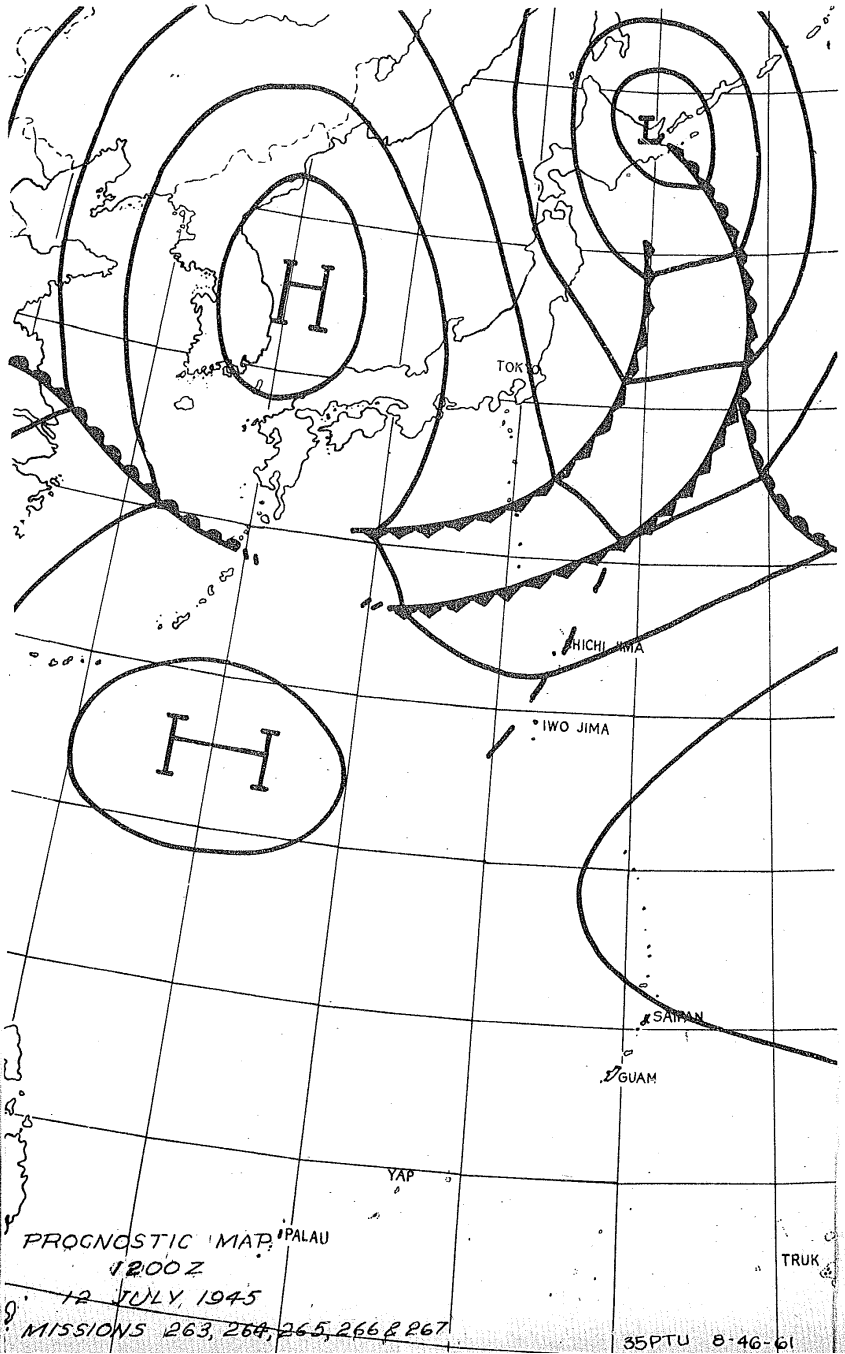
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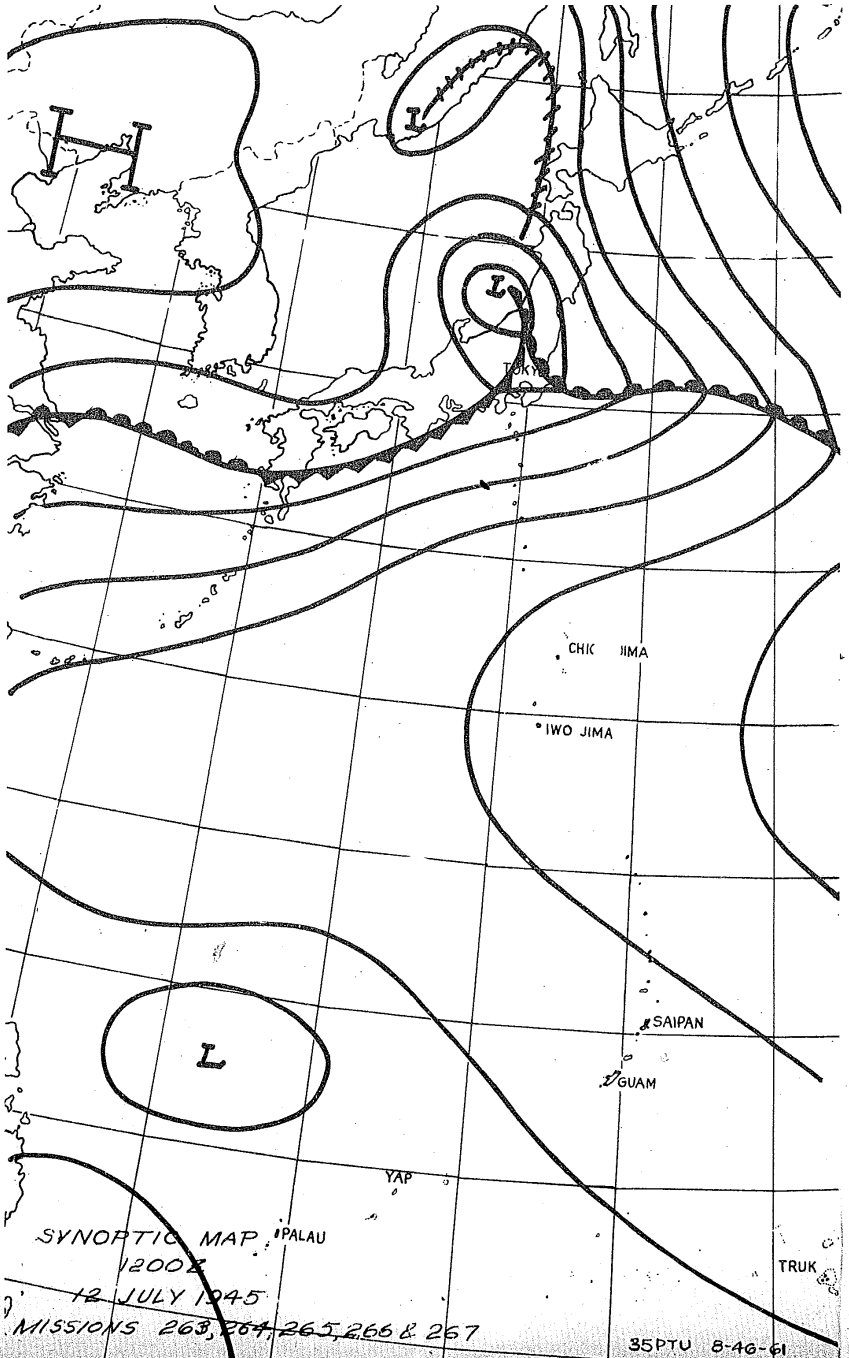


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PROGNOSTIC MAP, PALAU
 1200Z
 12 JULY, 1945
 MISSIONS 263, 264, 265, 266 & 267

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ANNEX

C

COMMUNICATIONS

Part I - RCM

Part II - Radio

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Missions No. 263, 264, 265, 266 & 267

12/13 July 1945

Part I - RCM

1. Purpose:

- a. To D/F enemy radars.
- b. To Conduct a general search in the 20-3000 megacycle regions.
- c. To barrage jam enemy gun-laying and searchlight radars in the 72-84 megacycle and 190-210 megacycle regions and to spot jam any GL or SL radar signals appearing outside the barrage.
- d. To confuse enemy radar defenses by the use of rope.
- e. To record enemy communications.

2. Method:

a. Twenty-nine RCM Observers participated and used the following equipment to accomplish the search and jamming: 220 - APT-1, 176 - APQ-2, 16 - ARQ-8, 22 - APT-3 (Modified), 29 - APR-4, 13 - APA-11, 7 - APA-24, 1 - ARR-7, 2 - APR-5 and 3 - APA-6.

b. Rope was dispensed at the rate of 3 bundles per 10 seconds when protection was needed from searchlights.

c. Two special jamming aircraft were employed by the 58th Wing, to circle the target area during the strike. Two special jamming airplanes were furnished by the 314th Wing to cover the strike of the 315th Wing. These special jamming airplanes were equipped to barrage the enemy GL and SL radar frequency bands and to spot jam any signals that appeared outside the barrage. Additional quantities of rope were carried and dispensed to infest the area. All strike aircraft except those of the 315th Wing were equipped with one or more jammers and all carried rope.

3. Results:

a. On target Utsunomiya, 1 special jamming airplane was ineffective since it did not arrive at the target area until most of the strike aircraft had bombed. Because of the cloud cover in this area, searchlights were not effective.

b. Enemy voice communications were intercepted and recorded in part on the following frequencies: 4190Kc, 4420 Kc, 4640 Kc and 9612 Kc.

c. Seventy-eight intercepts of enemy radar were recorded and are listed at the end of this section.

4. Results: Two sine wave modulated signals on frequencies of 42 and 46 megacycle were intercepted and were believed to be early warning radars. They were believed to be located in the Choshi point area.

LIST OF INTERCEPTS

00040	0000	00	3050N	13515Z	071345	0125	21	121	S
00046	0700	10	3025N	13530Z	071345	0130	21	121	S
00068	0405	30	3225N	13950Z	071245	2346	21	122	P EY CHI
00068	0405	32	3235N	14220Z	071345	2337	21	122	P EY CHI
00068	0430	20	3030N	13530Z	071345	0135	21	121	S EY CHI
00072	0475	28	3413N	14130Z	071345	0001	21	122	P EY CHI
00072	0490	20	3100N	13500Z	071345	0120	21	121	S EY CHI
00072	0500	30	3250N	13710Z	071345	0001	21	121	S EY CHI

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00074 0500 35 3150N 13150E 071345 0033 21 121 S F CH1
00074 0400 30 3250N 13710E 071345 0002 21 121 S F CH1
00076 0495 30 3210N 13354E 071345 0105 21 122 P F CH1
00076 0480 20 3200N 13245E 071345 0005 21 121 S F CH1
00076 0700 05 3520N 13620E 071345 0110 21 121 S F CH1
00078 2000 08 3415N 13615E 071345 0040 21 121 S GL OT403
00078 0750 08 3410N 13605E 071345 0035 21 121 S GL OT403
00078 1000 07 3450N 13605E 071345 0045 21 121 S GL OT403
00079 0500 50 3145N 13230E 071245 2353 21 121 S F CH1
00079 0473 34 3430N 13920E 071345 0343 21 122 P F CH1
00079 0400 40 3250N 13710E 071345 0004 21 121 S F CH1
00080 0480 40 3407N 14043E 071245 2357 21 122 P F CH1
00080 0750 08 3250N 13750E 071345 0203 21 121 S F 001010202
00081 0485 24 3145N 13423E 071345 0112 21 122 P F CH1
00082 0465 34 3220N 14125E 071245 2320 21 122 P F CH1
00084 1000 00 3525N 13928E 071345 0108 21 121 S F 001010202
00084 0400 40 3255N 13705E 071345 0010 21 121 S F CH1
00086 2470 00 3200N 13300E 071345 0142 21 121 S F 001010202
00090 0410 20 3420N 14038E 071345 0013 21 122 P F 001010202
00090 0360 28 2750N 14120E 071245 2211 21 122 P F 001010202
00090 0500 00 2510N 13900E 071345 1258 21 121 S F 001010202
00091 1770 00 3230N 13330E 071345 0050 21 121 S F
00093 0250 00 3235E 13202E 071345 0022 21 122 P F 001010202
00094 1930 00 3315E 13320E 071345 0010 21 121 S F
00095 0171 06 3607N 14022E 071345 0455 21 122 P F 001010202
00096 0600 40 3330E 13640E 071345 0021 21 121 S F 001010202
00080 1000 08 3550N 13600E 071345 0100 21 121 S F OT403
00097 0495 10 3145E 13230E 071245 2356 21 121 S F 001010202
00098 0700 00 3100E 13315E 071245 2350 21 121 S F CH1
00099 0770 00 3200E 13530E 071345 0005 21 122 P F CH1
00099 0500 20 3330E 13640E 071345 0020 21 121 S F 001010202
00100 0455 10 3230E 13450E 071345 0139 21 121 S F 001010202
00103 0955 14 3456N 14000E 071345 0335 21 122 P F 001010202
00106 0500 20 3317N 13222E 071245 0033 21 122 P F 001010202
00106 0350 60 3505N 13700E 071345 0012 21 121 S F 001010202
00108 0750 20 3305E 13700E 071345 0014 21 121 S F CH1
00110 0000 10 3300E 13300E 071345 0125 21 121 S F
00112 0000 10 3300E 13300E 071345 0127 21 121 S F
00112 0348 80 3629E 14040E 071345 0407 21 122 P F 001010202
00112 0348 60 3428E 14012E 071345 0448 21 122 P F 001010202
00115 0357 28 3322E 14312E 071345 0017 21 122 P F 001010202
00134 0500 40 3410N 13620E 071345 0037 21 121 S F 001010202
00135 0490 15 3250N 13300E 071345 0045 21 122 P F 001030003
00140 0600 00 3505E 13900E 071345 1257 21 121 S F 001030003
00142 0660 00 3200E 13400E 071345 0105 21 121 S F 001030003
00143 0750 04 3335E 13600E 071345 0057 21 121 S F 001030003
00147 0750 02 3350E 13715E 071345 0147 21 121 S F 001030003
00147 0750 08 3230E 13800E 071345 0208 21 121 S F 001030003
00148 0600 12 3305E 13700E 071345 0015 21 121 S F 001030003
00149 0600 40 3310N 13650E 071345 0016 21 121 S F 001030003
00150 0475 04 3310E 13950E 071345 0346 21 122 P F 001030003
00150 0500 05 3530E 13600E 071345 0054 21 121 S F 001030003
00150 0700 08 3450E 13640E 071345 0120 21 121 S F 001030003
00152 0500 05 3220E 13300E 071345 0010 21 122 P F 001030003
00152 0505 05 3705E 14100E 071345 0143 21 122 P F 001030003
00153 0495 04 3705E 14100E 071345 0433 21 122 P F 001030003
00155 0465 05 3230E 13830E 071345 0137 21 122 P F 001030003
00155 0480 04 3225E 13950E 071345 0305 21 122 P F 001030003
00155 0483 08 3130E 13945E 071345 0605 21 122 P F 001030003
00156 0750 06 3350E 13715E 071345 0148 21 121 S F 001030003
00157 0750 08 3310E 13650E 071345 0017 21 121 S F 001030003
00158 0750 05 3200E 13810E 071345 0213 21 121 S F 001030003
00186 0535 00 3230E 13335E 071345 0055 21 121 S F
00195 0370 00 3247E 13108E 071245 2356 21 121 S F
00195 0600 12 3455E 13655E 071348 0136 21 121 S F 001020002
00200 0700 00 3530E 13935E 071345 0105 21 121 S F
00210 0500 40 3405E 13710E 071348 0146 21 121 S F 001020002
00215 0500 30 3405E 13710E 071348 0147 21 121 S F 001020002
00250 0000 00 3520E 13915E 071345 0109 21 121 S F
00282 0490 08 3246E 13315E 071345 0048 21 122 P F

PART II - RADIO

1. Strike Reports: Thirty-nine Strike Reports, were received by the Wing Ground Stations. Following is a tabulation by wing of the strike reports received: 58th, 8; 73rd, 8; 313th, 4; 314th, 12 and 315th, 7.

2. Fox Transmissions: In addition to the usual weather and time signals transmitted from the Ground Station, each Wing transmitted 2 and 3 "Dummy" messages to aircraft. The 58th Wing reported 85.8 per cent of aircraft received both of their transmissions. The 73rd Wing averaged 92.3 per cent of operators logging 2 messages. The 313th Wing reported 75 per cent of their aircraft received for 3 "F" type messages. The 314th Wing reported 88 per cent of their operators copied 2 messages from the Ground Station. Included in reasons for not copying messages were inoperative equipment, sleeping, landing at Iwo Jima, air sick, helping navigator on Loran fixes, relieved engineer, atmospheric interference, and guarding Air-Sea Rescue frequency at the time of transmissions. There were very few operators with no reason for not copying these messages.

3. Frequencies: Signal strengths on all frequencies remained at a high level during these missions. The 73rd Wing reported its 3145kc as useless. It has been replaced with 3160 kc. Atmospheric interference was reported as moderate to intense. Following is a percentage breakdown of traffic per frequency; 13.5 per cent on 3 megacycles, 58.4 per cent on 7 megacycles, and 28.1 per cent on 11 megacycles.

4. Navigational Aids: The 314th Wing reported a number of aircraft tested the WJEX broadcast station at Iwo Jima as a homer. At a distance of 100 miles the transmission was hardly audible. The compass indicator gave a course to steer, although the indicator was not too steady. There were 7 requests for HF/DF bearings and all were obtained. Class B bearings were furnished by the AACS facilities. Other ranges, homers and broadcast stations were used with excellent results. There were no requests for VHF/DF bearings. Flight Control facilities were used during these missions and excellent results reported.

5. Net Discipline and Security: No breaches of net discipline or violations of security were reported on the strike frequencies during these missions. However, it is reported by many aerial operators that the Iwo Jima Air-Sea Rescue frequencies are jammed most of the time because of poor net discipline.

6. Enemy Transmissions: The following incidents of enemy transmission, jamming and interference were recorded during these missions:

a. 3020 Kcs:

(1) Steady signal, series of "P's" and numbers at 1507Z were very effective.

(2) Hand keyed signals, no identification from 1400Z to 1600Z, were effective.

(3) CW at different intervals was ineffective.

b. 6615 Kcs:

- (1) CW between 0940Z and 1130Z was ineffective.
- (2) CW and MCW always came in when air ground station started sending and was partially effective.
- (3) CW with no identification between 1206Z and 1209Z was very effective.
- (4) CW with call signs 9DT and 7LK between 1230Z and 1400Z was partially effective.
- (5) V's from 1400Z to 1445Z was very effective.
- (6) Unintelligible code, keying with no identification between 1540Z and 1645Z was partially effective to very effective.
- (7) A CW zero beating signal from 2100Z to 2305Z was ineffective.

c. 10305 Kcs: Negligible.

d. 3145 Kcs: This frequency was replaced by 3160 Kcs.

e. 6055 Kcs:

- (1) Jap voice at 121105Z was effective.
- (2) Pulsating tone between 1500Z and 1530Z was partially effective.
- (3) Unknown station sending unintelligible code at 0915Z was ineffective.

f. 10880 Kcs:

- (1) Unidentified CW between 121435Z and 121450Z was effective.
- (2) CW jamming and scratch note, over target were effective.
- (3) Enemy CW between 121500Z and 121700Z was partially effective.
- (4) Jap CW, beginning when weather aircraft transmitted special weather message to ground station (1430Z); lasted approximately 2 hours was effective.
- (5) Radio teletype signals, beginning at 1445Z and lasting until 1945Z were partially effective.

g. 3410 Kcs: Jap CW at 1753Z was ineffective.

h. 7310 Kcs: Negligible.

i. 11160 Kcs: CW calls at different intervals were ineffective.

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j. 3990 Kcs:

- (1) High pitch tone at 1035Z was partially effective.
- (2) Buzz saw effect at 1235Z was partially effective.

k. 7415 Kcs:

- (1) Keyed CW at 1420Z and 1130Z was partially effective.
- (2) Tone, motor boat effect at 2010Z was partially effective.

l. 10820 Kcs: Negligible.

m. 3810 Kcs:

- (1) CW Jap transmissions from 1450Z to 1530Z were effective.
- (2) High speed station sending a series of dots intermittently was effective.

n. 6640 Kcs and 10165 Kcs: Negligible.

7. Distress: There were no distress messages intercepted during these missions on the wing strike frequencies. There were some reports of warning messages to the Iwo Jima Air-Sea Rescue Station.

8. Equipment Malfunctions: AN/ART-3: 1 no side tone; 1 channel 2 inoperative; 1 inoperative on voice; 1 antenna current meter inoperative; 1 oscillator put out steady tone; 1 antenna switching relay inoperative. BC-348: 5 inoperative; AN/ARN-7: 1 control box shorted out; 1 needle hunted excessively; 3 sense antenna broken; 1 antenna lead in broken; SCR-522: 1 channel "A" inoperative; 1 receiver inoperative; 3 antenna broken; 3 complete sets inoperative. Interphone: 2 amplifiers inoperative. RL-42; 4 inoperative; 2 weight loss; 1 sticking; 1 wire broken.

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ANNEX

D

INTELLIGENCE

Part I - Enemy Air Opposition

Part II - Enemy Antiaircraft

Part III - Damage Assessment

Section A - Utsunomiya, Mission No. 263

Section B - Ichinomiya, Mission No. 264

Section C - Tsuruga, Mission No. 265

Section D - Kawasaki Petroleum Center,
Mission No. 267

Missions No. 263, 264, 265, 266 and 267

12/13 July 1945



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PART I - ENEMY AIR OPPOSITION

1. On this series of night strikes enemy air opposition was negligible. Only 2 attacks were made by approximately 67 enemy aircraft encountered. No loss or damage was attributed to enemy aircraft; however, 1 B-29 was lost to unknown causes. No claims were made.

2. Mission No. 263, 58th Wing, Utsunomiya: There were no attacks reported, and only 9 enemy aircraft were seen. None of these showed any traces of aggressiveness.

3. Mission No 264, 73rd Wing, Ichinomiya: The B-29's flew through a layer of broken clouds with 10/10 undercast and overcast. Although 12 enemy aircraft were reported, all sightings of enemy aircraft were based solely on the observation of red or green lights and, in 1 instance, an amber light. These may have been B-29 running lights and, in the exception mentioned, a B-29 amber colored recognition light. Many crews had their lights on over the mainland to avoid collision with friendly aircraft. There were no attacks.

4. Mission No. 265, 313th Wing, Tsuruga: Two unidentified enemy aircraft were sighted, 1 after bombs away, the other over Nagoya Bay, but there were no attacks.

5. Mission No. 266, 314th Wing, Uwajima: Six enemy aircraft were encountered, but no attacks were made.

6. Mission No. 267, 315th Wing, Kawasaki:

a. Poor operational weather conditions, 8/10 to 10/10 undercast, served to minimize fighter reaction.

b. An estimated 38 enemy aircraft were observed including 9 T/E, 1 S/E and 28 unidentified aircraft. The majority of the aircraft observed were noted after land's end. Eight fighters picked up the B-29's before landfall. The enemy aircraft observed were airborne over a period of 2 1/2 hours and practically all had their lights on.

c. Two attacks were made by enemy aircraft against the B-29's. One of those was a coordinated attack in which the attacking aircraft followed the B-29 through evasive action, and possibly was equipped with airborne radar. Both attacks were from tail positions.

d. Passes were made both at the nose and tail. Weather conditions operated to cut down the past trend of passes.

e. The first reported instance of a light phenomenon, a large orange light, was observed by 1 B-29.

f. A coordinated attack was carried out by 2 unidentified fighters. The enemy aircraft were in trail with lights on and came in from 6 o'clock level at 12,000 feet, breaking away at 200 yards. When the interceptors were first sighted evasive action was taken but the enemy aircraft followed the B-29 through this evasive action. Rope was dropped but was ineffective. The B-29 cork screwed and lost the fighters in the clouds. The crew believes that the 2 enemy aircraft were equipped with airborne radar for they were with the B-29 for 20 minutes after land's end, following the aircraft through evasive tactics and cloud cover.

g. An attack was carried out by a single twin-engine enemy aircraft between bombs away and land's end. The B-29 was at 14,000

[REDACTED]

feet and the attack was made from 7 o'clock level. The enemy aircraft, with running lights on, closed in to 300 yards and broke away after firing 2 bursts. The tail gunner did not fire as his guns were inoperative due to a jammed charger. The enemy aircraft had a red light on each wing.

7. Passes:

a. One single plane made a pass, between landfall and IP. The unidentified enemy aircraft came in from 10 o'clock at 15,400 feet, level, headed for the nose of the B-29, closing in to within 100 yards, continuing on to 3 o'clock where it went into a climb.

b. Another pass was made between target to land's end; A single unidentified enemy aircraft came in from 11 o'clock high, dove for the nose of the B-29, closed in to less than 100 yards and broke away sharply to the left. Using a climbing turn the enemy aircraft took a reciprocal heading from the B-29 at about 1,000 yards, then dove and climbed to a parallel heading with the B-29 at about 1,000 yards, still on the right side.

c. Fifty miles out from land's end an unidentified enemy aircraft came in from 7 o'clock level, closed in to about 100 yards, broke away to the right at 5 o'clock.

d. A series of passes by twin-engine aircraft were carried out against one of the B-29's over a period of 28 minutes. The enemy aircraft started its pass at 7 o'clock, flew over towards the B-29 and turned in, closing in to about 600 yards where it followed the B-29 for a period of 5 minutes when it cut across past the tail of the B-29, turned in again and remained at the 5 o'clock position for about 1 minute, breaking away to the right. There is a possibility that the enemy aircraft was trying to draw fire to determine the cone of fire of the tail gunner. The enemy aircraft then followed the B-29 for 75 miles.

e. An unidentified enemy aircraft came in from 3 o'clock high and came within 200 yards of the B-29, passing in front of the nose at 12 o'clock high, crossed over to the right side and flew along for 20 minutes from 100 to 150 miles from land's end, paralleling the B-29, doing acrobatics.

f. All of the above enemy aircraft had their lights on.

8. Light Phenomenon: One enemy aircraft sighted at 16,000 feet and observed at 3 o'clock appeared to have a large orange light traveling at the same speed as the enemy aircraft. It was not determined whether the orange light was on the aircraft or was parallel to it.

PART II - ENEMY ANTIAIRCRAFT

1. Mission No. 263 - Utsunomiya Urban Area:

a. The primary target was bombed by 115 aircraft of the 58th Wing between 1419Z-1639Z from 13,300-14,600 feet. Axes of attack varied from 258° - 310°. Weather was 10/10 undercast.

b. En route to the target meager, inaccurate and heavy flak was encountered at Mito (3622N 14022E) and at 3639N 14030E.

c. Over the target heavy flak was described as meager and inaccurate and was encountered by only 31 aircraft of a total of 115. Medium flak was described as meager and inaccurate by 25 aircraft. One

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RCM aircraft orbited the target area for 80 minutes jamming the 75 mc and 200 mc radar bands. It encountered, during this period, only 15 bursts of inaccurate and heavy flak. One aircraft bombed Sendai as a T.O. and encountered intense, inaccurate, medium flak for 1/2 minute. Clouds were 10/10. One aircraft bombed Taira (3704N 14054E) as a T.O. Flak was nil. Clouds were 10/10.

d. On withdrawal very meager and inaccurate, heavy flak was encountered at Ohama (3657N 14055E).

e. No aircraft were lost or damaged as a result of flak on this mission.

f. From 1 to 5 ineffective searchlights were observed in the target area, and 1 beam was observed at Mito.

2. Mission No. 264 - Ichinomiya Urban Area:

a. The primary target was bombed by 124 aircraft (including 1 weather plane) of the 73rd Wing between 1553Z-1745Z from 6000-12,200 feet. Axes of attack varied from 78°-84°. Weather was reported as 10/10 undercast with winds of 37 knots from 260°.

b. Flak was nil on route to target.

c. Over the target flak was described as meager, inaccurate, heavy and medium. An estimated 3 to 5 searchlights were observed in the target area. They were completely ineffective due to solid undercast.

d. Flak was nil on withdrawal.

e. No aircraft were lost or damaged as a result of flak on this mission.

3. Mission No. 265 - Teuruga Urban Area:

a. The primary target was bombed by 92 aircraft of the 313th Wing between 1400Z-1607Z from 12,200-13,400 feet. Axes of attack varied from 355°-1°. Weather consisted of 10/10 cloud cover.

b. En route to the target very meager (1 to 9 bursts) and inaccurate flak was encountered at Nagoya, Hikone and Yokkaichi. Very meager and inaccurate flak was encountered at Yokkaichi and Ueno. One aircraft received moderate, inaccurate, heavy flak from Uji Yamada.

c. Over the target flak was described as nil to very meager, inaccurate, heavy and medium. No searchlights were observed through the solid undercast. One aircraft bombed Shingu as a T.O. and reported flak as nil. One aircraft bombed Uji Yamada as a T.O. and encountered meager, inaccurate, medium and heavy flak.

d. On withdrawal flak was nil.

e. No aircraft were lost or damaged as a result of flak on this mission.

4. Mission No. 266 - Uwajima Urban Area:

a. The primary target was bombed by 124 aircraft (including 1 wind run aircraft) of the 314th Wing between 1413Z-1626Z from 10,400-16,400 feet. Axes of attack varied from 103°-132°. Weather consisted of 10/10 cloud cover.

b. En route to target flak was nil.

c. Over the target flak was described as meager, inaccurate, heavy and medium by 30 aircraft; the remainder reported it as nil. From 1 to 2 ineffective searchlights were observed trying to pierce the solid undercast in the target area.

d. On withdrawal one aircraft was "rocked" by moderate, accurate and heavy flak just after leaving the target area. Another aircraft encountered meager, inaccurate and heavy flak at 3205N 13400E.

e. No aircraft were lost or damaged as a result of flak on this mission.

5. Mission No. 267 - Kawasaki Petroleum Center:

a. The primary target was bombed by 53 aircraft of the 315th Wing between 1506Z-1619Z from 15,300-16,700 feet. Axes of attack varied from 38°-52° (average - 44°). Weather was reported as 8/10-10/10 undercast.

b. En route to the target flak was encountered as tabulated below:

<u>Location</u>	<u>Coordinates</u>	<u>Remarks</u>
Fuji Sawa	3521N 13923E	Meager to moderate and inaccurate, heavy.
Inatori	3445N 13903E	Meager and inaccurate, heavy.
	3445N 13855E	Meager and inaccurate, heavy.
Hirasuka	3521N 13921E	Meager and inaccurate, heavy.
Zama	3531N 13925E	Intense and accurate, heavy.
Naval Vessel	3502N 13928E	Meager and inaccurate to accurate, heavy.
Naval Vessel	3522N 13947E	Meager and inaccurate to accurate, heavy.

c. Over the target area flak was described as meager to moderate, inaccurate to accurate, and heavy. Seven ineffective searchlights were observed in the general target area.

d. On withdrawal flak was encountered as tabulated below:

<u>Location</u>	<u>Coordinates</u>	<u>Remarks</u>
Hitosumatsu	3523N 14025E	Meager to moderate and inaccurate, heavy.
Eichi	3525N 14005E	Meager and inaccurate, heavy.
Hebara	3510N 14020E	Meager and inaccurate, heavy.

e. No aircraft were lost or damaged as a result of flak on this mission, although 1 aircraft was lost to unknown causes.

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PART III - SECTION A - UTSUNOMIYA - DAMAGE ASSESSMENT*1. Summary of Damage:

Built-up area: Sq. Mi. total - 2.75; Sq. Mi. destroyed - .94
Percent destroyed - 34.2

Planned target area: 1.4 sq. mi. Percent destroyed: 67.1

Total damage to date: .94 sq mi. Percent of built-up area: 34.2

Targets damaged by current strike: 0 numbered; 4 other

Note: No previous damage.

2. Damage within limits of built-up area:

<u>Area damaged from current strike:</u>	<u>Sq. Mi.</u>	<u>Destroyed</u>	
		<u>Sq. Mi.</u>	<u>Per cent</u>
Built-up area (Urban)	2.75	.94	34.2
Built-up area (Industrial)	None	None	None
Built-up area (Total)	2.75	.94	34.2

Damage to targets:

Utsunomiya RR Station	40% destroyed
Tobu-Utsunomiya RR Station	No apparent damage
RR Yards & Freight Depot	20% destroyed
Shimozuki Paper Mill	100% destroyed
Monopoly Bureau	100% destroyed
Gov't Tobacco Warehouses	No apparent damage
At least 23 small unidentified industries are within the built-up area - 12 of these are destroyed.	

3. Damage outside built-up area: (Within 5 mile radius of center of city).Area damage from current strike:

Small barracks area east of the town

Damage to targets:

90.13-1643 Utsunomiya Air Training School (no coverage current mission)	15% destroyed or removed (old damage)
90.13-1645 Kakuwa Mfg. Co.	No apparent damage
90.13-2131 Nakajima Utsunomiya Plant	No apparent damage - about 20% removal
90.13-2801 Utsunomiya Airfield (no coverage)	20% removed or destroyed (old damage)
90.13-2803 Utsunomiya South Airfield 14th Division Hqs.	No apparent damage No apparent damage

Seven small unidentified industries - 1 of these is destroyed

Reference: A. AFM Air Objective Folder 90.13 24 July 1944

B. Target Chart No. 57A, XXI bomber Command, A-2

Inclosure: Annotated mosaic showing damage follows.

* Based on XXI B.C. CIU D.A. Report No. 163

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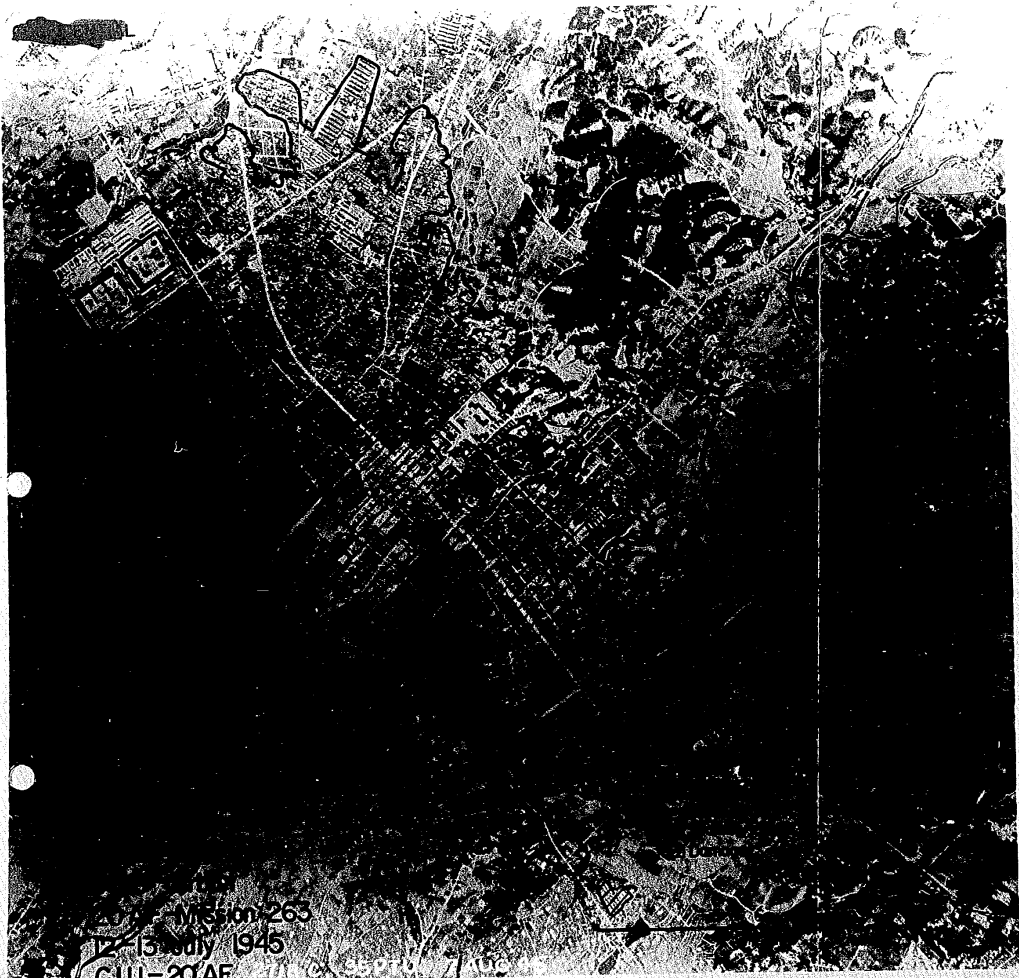
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20 AF - Mission 263
12-13 July 1945
G11-20/AF



PART III - SECTION B - ICHINOMIYA - DAMAGE ASSESSMENT*

1. Summary:

a. Damage to the city of Ichinomiya resulting from XXI Bomber Command Mission 264, 12/13 July 1945 totals .01 sq. mi., which represents about .8% of the built-up portion of the city (1.28 sq. mi. as determined from reconnaissance photographs). Damage is scattered in the north and northwest sections of the city.

b. The textiles mills (reported munitions) in the north and northwest parts of the city received some damage, with one building, about 114,700 sq. ft., being 100% gutted. Nine small buildings were destroyed.

c. Damage outside the limits of the built-up portion of the city totaled about .201 sq. mi.

References: A. Target Information Sheet - Ichinomiya - Target Section, A-2, XXI Bomber Command.

B. AAF Air Objective Folder 90.20 M-11 July 1944

Inclosure: Blow-up annotated to show damage follows.

* Based on XXI B.C. CIU D. A. Report No. 138



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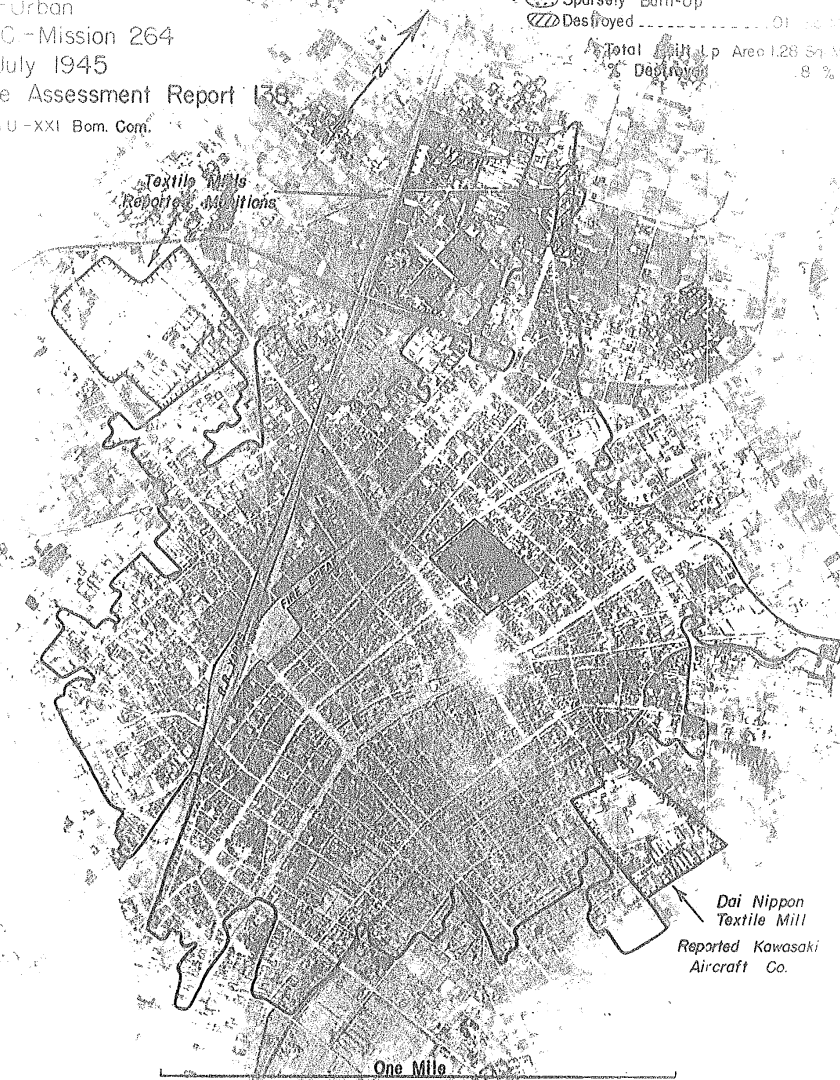
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Damage To Ichinomiya
 8120 - Urban
 831 BC - Mission 264
 8-13 July 1945
 Damage Assessment Report 138

C-U-XXI Bom. Com.

— Built-Up Area-Urban — 8120 Sq. Yd.
 Built-Up Area-Industrial — 15,000 Sq. Yd.
 Sparsely Built-Up — 101,000 Sq. Yd.
 Destroyed — 101,000 Sq. Yd.
 Total Built-Up Area 128,500 Sq. Yd.
 % Destroyed 78.6%

Textile Mills
 Reported Millions



Dai Nippon
 Textile Mill
 Reported Kawasaki
 Aircraft Co.

One Mile



PART III - SECTION C - TSURUGA - DAMAGE ASSESSMENT*

1. Summary of Damage:

Built-up area: Sq. Mi. total - 1.13; Sq. Mi. destroyed - .77

Percent destroyed - 68

Planned target area: .8 sq. mi. Per cent destroyed: 96

Total damage to date: .77 sq. mi. Per cent of built-up area: 68

Targets damaged by current strike: 2 numbered; 1 other

a. Damage within limits of built-up area: (no previous damage)
Destroyed

<u>Area Damage:</u>	<u>Sq. Mi.</u>	<u>Sq. Mi.</u>	<u>Per cent</u>
Built-up area (Urban)	1.13	.77	68
Built-up area (Total)	1.13	.77	68

Damage to targets:

1950 Tsuruga Harbor Facilities 30% destroyed
Electric Sub-station (no number) 100% destroyed

b. Damage outside built-up area: (within 5 mile radius of center of city)

Area Damage:

One small area just south of the city and 3 small areas in the vicinity of Target 1676 destroyed - total of .062 sq. mi.

Damage to targets:

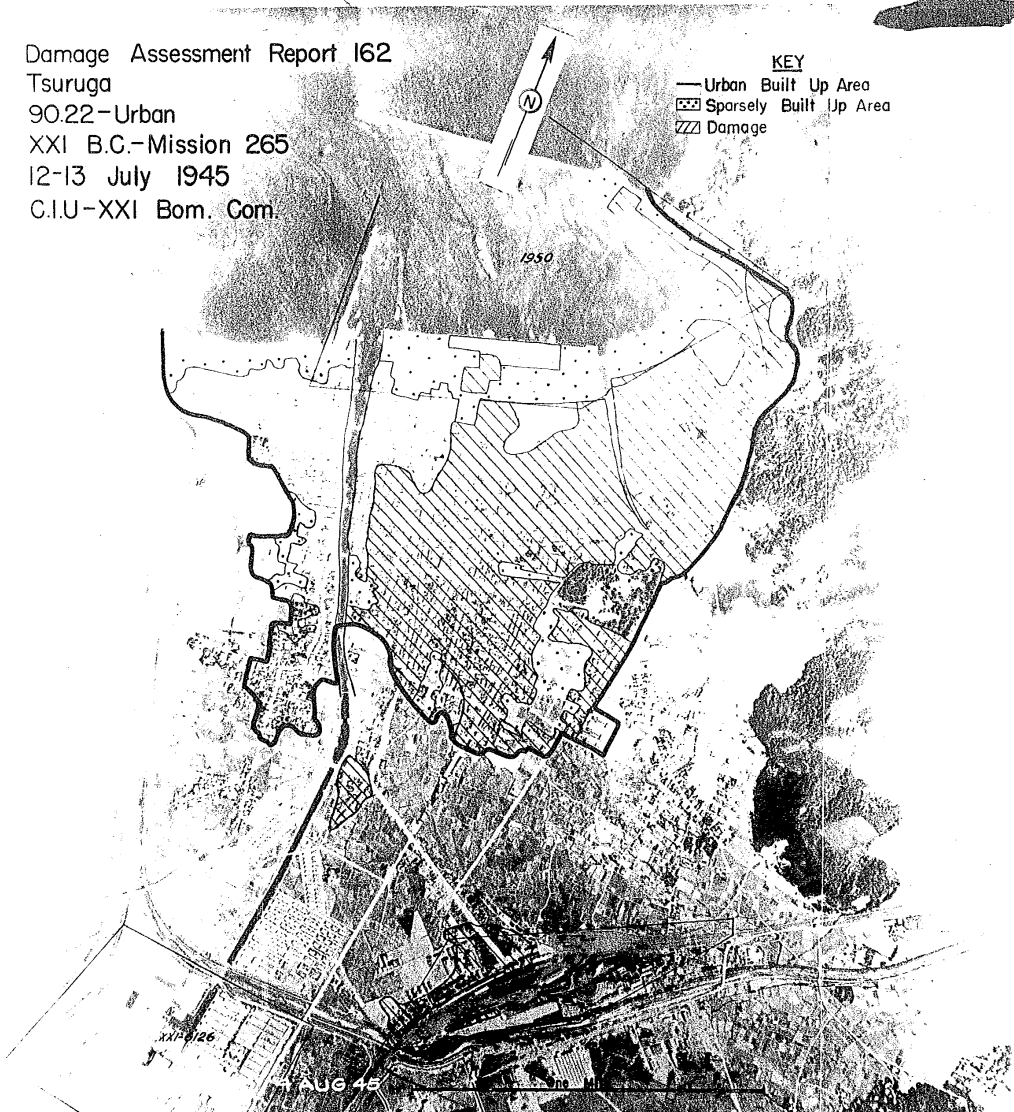
1676 Tsuruga RR Yards, Shops, Roundhouse 9 warehouses destroyed
6126 Chemical or Metallurgical Plant No damage
Cement Plant (no number) No damage
Army Brigade and Regimental Hq. No damage

Inclosure: Mosaic annotated to show damage follows

* Based on XXI B.C. CIU D.A., Report No. 162



Damage Assessment Report 162
Tsuruga
90.22-Urban
XXI B.C.-Mission 265
12-13 July 1945
C.I.U-XXI Bom. Com.



KEY

- Urban Built Up Area
- Sparsely Built Up Area
- /// Damage

XP 6126

1 AUG 45



PART III - SECTION D - PETROLEUM CENTER, KITASAKI - DAMAGE ASSESSMENT*

1. Summary:

a. Damage resulting from the above strike is widely scattered over the target area and adjoining targets. Most of the damage is in the warehouse areas of the Standard Vacuum Oil Co. (128 A) and the Rising Sun Oil Co. (128 B)

b. At the Nippon Oil Co. (128 C), the only area containing refining units, the fractionating area, compressor building, and cracking building all appear to have been damaged.

c. Of a total oil storage capacity of 1,334,000 barrels (42USG), only 9% (117,800 barrels) has been damaged. Of this total 84,400 barrels (capacity) is now damage - 33,400 barrels (capacity) had been previously damaged (unknown mission).

d. The RR spur through the Standard Vacuum Oil Co., connecting the mainland with the oil bunker, has been badly torn up in two or three places.

e. Damage to adjacent targets is as follows:

- 90.17-51 Asano Steel Co. (Ref. B) - large building, probable roofing mill, gutted. Additional damage to other minor buildings.
- 90.16-133 Shibaura Engineering Works (Ref. B) - 7 minor buildings destroyed.
- 90.17-1343 Ishikawajima Motor Co. (Ref. B) - minor building destroyed.
- 90.17-2038 Army Oil Storage (Ref. B) - 1 large storage tank damaged.
- 90.17-2038I Tokunaga Glass Co. - 2 minor buildings destroyed.
- 90.17-2038J Mitsubishi Chemical Equipment Co. (Ref. B) - large building gutted, large hole in roof of second large building.
- 90.17-2038K Nisshin Flour Mill (Ref. B) - 2 large buildings completely destroyed.

2. Summary of Damage to Tankage:

	<u>Total</u>
Original Capacity - bbls.	1,334,000
Now Damage - bbls	84,400
Per cent	6%
Old Damage - bbls.	33,400
Per cent	3%
Total Damage and Removal - bbls.	117,800
Per cent	9%

3. Itemization of Damage:

<u>ANNO.</u>	<u>NO.</u>	<u>IDENTIFICATION</u>	<u>DESCRIPTION OF DAMAGE</u>
	1	Office or Dump House - 20,300 Sq. Ft.	Approx. 3,000 Sq. Ft. destroyed Approx. 7,000 Sq. Ft. Shows minor roof damage.
	2	Warehouse 26,500 Sq. Ft.	Destroyed

* Based on XXI B.C. CIU D.A. Report No. 157



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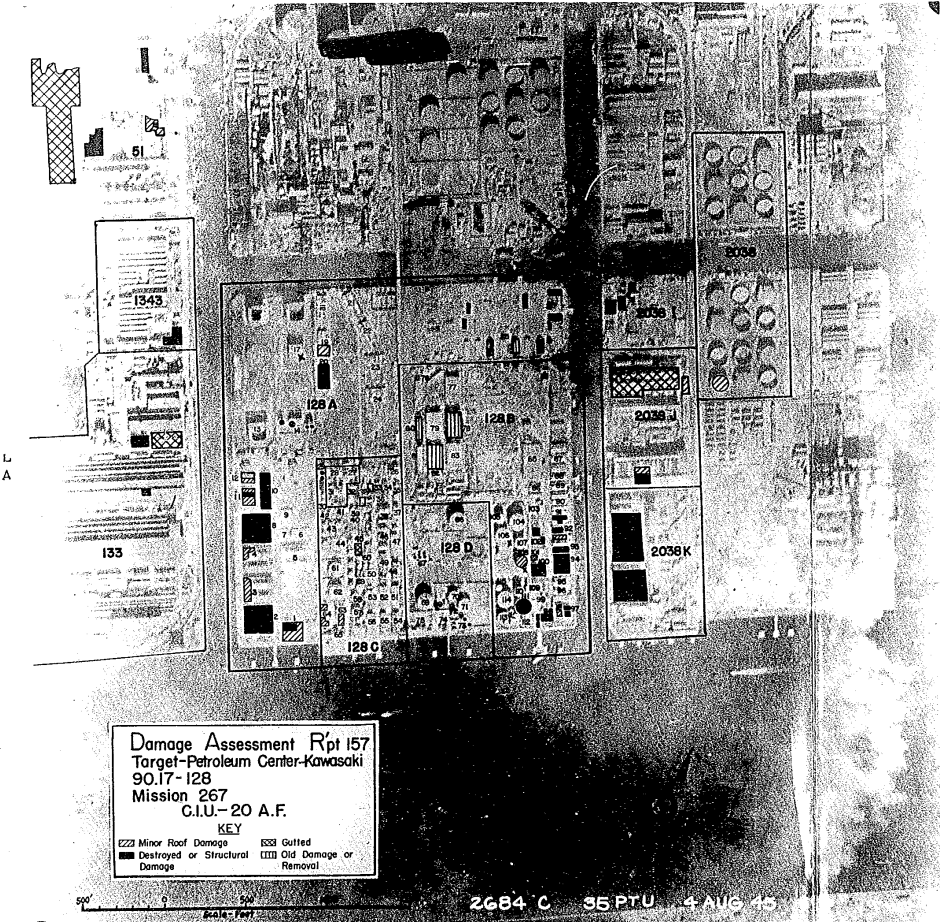
ANNOT. NO.	IDENTIFICATION	DESCRIPTION OF DAMAGE
3.	Warehouse 29,200 Sq. Ft.	Approx. 7,000 Sq. Ft. Minor Roof Damage.
4.	" "	Approx. 3,000 Sq. Ft. Minor Roof Damage.
8.	" "	Destroyed.
10.	" 14,500 Sq. Ft.	"
11.	" 10,700 Sq. Ft.	Approx. 2,500 Sq. Ft. Destroyed. " 8,200 Sq. Ft. Minor Roof Damage.
12.	" 4,750 Sq. Ft.	Approx. 2,500 Sq. Ft. Minor Roof Damage.
14.	4 Oil Storage Tanks, total cap. approx. 35,000 bbls.	3 Tanks, cap. 27,000 bbls. Dest.
19.	Warehouse 9,850 Sq. Ft.	Approx. 3,300 Sq. Ft. Minor Roof Damage.
20.	" " "	Destroyed.
25.	7 Warehouses 25,760 Sq. Ft.	1 Destroyed. 2 removed prior to Mission. (11,040 Sq. Ft.)
27.	Pipe Still	50% of area appears badly damaged.
28.	Pipe Still	Entire area " " "
29.	2 Oil Storage Tanks, Cap. 6,000 bbls.	Destroyed.
31.	Still & Furnace	Destroyed.
32.	" "	Approx. 25% destroyed or badly damaged.
45.	Treating Plant 2,580 Sq. Ft.	Apparently Destroyed.
63.	Primary Distillation	60% shows minor roof damage.
64.	Associated with 63.	60% " " " "
67.	Pump House & 2 small tanks	2 small tanks destroyed.
69.	Storage Tank, Cap. 1040 bbls.	Destroyed.
73.	2 Storage Tanks, " 3900 "	"
78.	Warehouse 34,000 Sq. Ft.	Removed or destroyed prior to mission.
80.	Warehouse 34,000 Sq. Ft.	Removed or destroyed prior to mission.
82.	Warehouse 34,000 Sq. Ft.	Removed or destroyed prior to mission.
91.	Warehouse 15,000 Sq. Ft.	Approx. 7,000 Sq. Ft. Destroyed.
92.	" 8,850 Sq. Ft.	" 4,400 " " "
94.	" 12,500 Sq. Ft.	Destroyed.
97.	Probable Offices.	Approx. 75 Destroyed, 25% Minor Roof Damage.
98.	Probable Pump House.	Destroyed.
100.	" Canning or Packing 12,500 Sq. Ft.	Approx. 10,000 Sq. Ft. Destroyed. " 2,500 Sq. Ft. Minor Roof Damage.
101.	Probable Canning or Packing 4,300 Sq. Ft.	Approx. 800 Sq. Ft. Minor Roof Dam.
102.	Probable Canning or Packing 9,800 Sq. Ft.	Approx. 4,000 Sq. Ft. Destroyed.
108.	Oil Storage Tank Cap. 33,000 bbls.	Shows holes in roof, previous dam.
111.	Oil Storage Tank Cap. 42,500 bbls.	Destroyed.
112.	2 horizontal Fuel Storage Tanks, Cap. Approx. 4,000 bbls.	Destroyed.

Reference: A. AC/AS Intelligence, Report No. F/A-33, 17 January 1945.
B. JTG 90.17-3605P4

Inclosure: 1. Annotated enlargement showing damage follows.

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ANNEX

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CONSOLIDATED STATISTICAL SUMMARY

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Missions No. 263, 264, 265, 266 & 267

12/13 July 1945



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XXI BOMBER COMMAND

CONSOLIDATED STATISTICAL SUMMARY OF COMBAT OPERATIONS

FORM 34

263 - 267

MISSION NO. 12 July 1945

- Mission 263 - 58th Wing - Utsonomiya Urban Area
- Mission 264 - 73rd Wing - Ichinomiya Urban Area
- Mission 265 - 313th Wing - Tsuruga Urban Area
- Mission 266 - 314th Wing - Uwayama Urban Area
- Mission 267 - 315th Wing - Kawasaki Petroleum Center

EFFECTIVENESS OF MISSIONS

Aircraft Airborne 560
 Percent Of Aircraft On Hand 68.8%

Aircraft Bombing Primary Target . . . 506
 Percent Of Bombing Aircraft Airborne . . . 92.3%

Bombs Dropped On Primary Targets 3578 Tons

Bombs Dropped On Other Targets 89 Tons

Bombing Results - No damage assessment available to date.

COST OF MISSIONS

Aircraft Lost
 Percent Of Aircraft Airborne

Aircraft Damaged
 Percent Of Aircraft Airborne

Crew Member Casualties
 Percent Of Total Personnel

Aircraft Landing At Iwo

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XXI BOMBER COMMAND

STATISTICAL SUMMARY OF COMBAT OPERATIONS

FORM 34

263 - 267

MISSION NO. 12 July 1945

- Mission 263 - 58th Wing - Utsonomiya Urban Area
- Mission 264 - 73rd Wing - Ichinomiya Urban Area
- Mission 265 - 313th Wing - Tsuruga Urban Area
- Mission 266 - 314th Wing - Uwajima Urban Area
- Mission 267 - 315th Wing - Kawasaki Petroleum Center

EFFECTIVENESS OF MISSIONS

Aircraft Airborne 560
 Percent Of Aircraft On Hand 68.8%

Aircraft Bombing Primary Target . . . 506
 Percent Of Bombing Aircraft Airborne. . . . 92.3%

Tons Dropped On Primary Targets. 3578 Tons

Tons Dropped On Other Targets. 89 Tons

Summary Results - No damage assessment available to date.

COST OF MISSIONS

Aircraft Lost 3
 Percent Of Aircraft Airborne. 0.5%

Aircraft Damaged. 1
 Percent Of Aircraft Airborne. 0.2%

Crew Member Casualties. 19
 Percent Of Total Participating. 0.3%

Aircraft Landing At Iwo Jima. 38

Issued 20 July 1945

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AIRCRAFT PARTICIPATING

MISSION DATE 26 12 J

UNIT	A/C CH FIELD	A/C SEC'D-ULLD	A/C FAILING PC TAKE OFF	A/C AIR-LOGGED	TIME OF TAKE OFF			TIME OF RETURN			A/C BOMBING PRIMARY TARGET	A/C BOMBING SECONDARY TARGET	A/C BOMBING OTHER TARGET	
					DATE	FIRST	LAST	DATE	FIRST	LAST				
58WG	187	120	1	119	12 July	0705 Z	0840 Z	Mission #263			104	-	-	
		12 a	1	11				12-13	2136 Z	0055 Z				11
		3 b	-	3				July						-
73WG	191	119	1	118	"	0905 Z	1016 Z	Mission #264			111	-	-	
		12 a	-	12				"	2147 Z	0104 Z				12
		3 c	-	3										-
313WG	140	88	1	87	"	0751 Z	0915 Z	Mission #265			81	-	-	
		11 a	-	11				12 July	2020 Z	2324 Z				11
		2 d	-	2										-
314WG	187	119	3	118 e	"	0700 Z	0812 Z	Mission #266			111	-	-	
		12 a	-	12				12-13	2054 Z	0030 Z				12
		2 g	-	2				July						-
315WG	109	69	10	60 h	"	0830 Z	0909 Z	Mission #267			53	-	-	
		2 f	-	2				"	2221 Z	0005 Z				-
		47 a	1	46										-
TOTAL	814	515	16	502	12 July	0700 Z	1016 Z	12-13	2020 Z	0104 Z	460	-	-	
		12	-	12				July			46	-	-	

- a Pathfinder aircraft.
- b 1 weather A/C, 2 RCM aircraft.
- c 1 weather A/C, 2 super dumbo aircraft.
- d 1 wind run aircraft, 1 super dumbo aircraft.
- e 1 wind run aircraft, 1 super dumbo aircraft.
- f 2 wind run aircraft.
- g Includes 2 spare aircraft.
- h Includes 1 spare aircraft.

NOTE: XXI BC Field Order #98 called for the following efforts:
 #263 - Normal effort.
 #264 - Normal effort.
 #265 - Three groups.
 #266 - Normal effort.
 #267 - 70 aircraft.



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AIRCRAFT PARTICIPATING

MISSION: 263 - 267
DATE: 12 July 1945

TIME OF TAKE OFF			TIME OF RETURN			A/C BOMBING PRIMARY TARGET	A/C BOMBING SECONDARY TARGET	A/C BOMBING OTHER TARGETS	AIRCRAFT COMPLETING OTHER TYPE MISSIONS	TOTAL A/C EFFECTIVE	TOTAL A/C NON- EFFECTIVE
DATE	FIRST	LAST	DATE	FIRST	LAST						
12 July	0705 Z	0840 Z	Mission #263			104	-	5	-	109	10
			12-13 July	2136 Z	0055 Z	11	-	-	-	11	-
						-	-	-	3	3	-
"	0905 Z	1016 Z	Mission #264			111	-	2	-	113	5
			"	2147 Z	0104 Z	12	-	-	-	12	-
						-	-	-	3	3	-
"	0751 Z	0915 Z	Mission #265			81	-	2	-	89	4
			12 July	2020 Z	2324 Z	11	-	-	-	11	-
						-	-	-	2	2	-
"	0700 Z	0812 Z	Mission #266			111	-	1	-	112	6
			12-13 July	2054 Z	0030 Z	12	-	-	-	12	-
						-	-	-	2	2	-
"	0830 Z	0909 Z	Mission #267			53	-	1	-	54	6
			"	2221 Z	0005 Z	"	-	-	-	2	-
						-	-	-	-	-	-
12 July	0700 Z	1016 Z	Mission #267			460	-	11	-	471	31
			12-13 July	2020 Z	0104 Z	46	-	-	-	46	-
								12	12	-	

NOTE: XXI BC Field Order #98 called for the following efforts:

aircraft.
dumbo aircraft.
dumbo aircraft.#263 - Normal effort.
#264 - Normal effort.
#265 - Three groups.
#266 - Normal effort.
#267 - 70 aircraft.

Aircraft Landing At Iwo Jima:

#263 - 58th Wing - 27 aircraft.
#264 - 73rd Wing - 3 aircraft.
#265 - 313th Wing - 2 aircraft.
#266 - 314th Wing - 6 aircraft.

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BREAKDOWN OF ALL AIRCRAFT FAILING TO BOMB PRIMARY TARGET

UNIT	MECHANICAL FAILURE			PERSONNEL ERROR			FLIGHT CONDITIONS			ENEMY ACTION	
	Non-Effective	Bombed Secondary	Bombed Other	Non-Effective	Bombed Secondary	Bombed Other	Non-Effective	Bombed Secondary	Bombed Other	Non-Effective	Bombed Secondary
58WG	8	-	2	2 <u>a</u>	-	2 <u>b</u>	<u>Mission #263</u>				
73WG	4	-	1	1 <u>c</u>	-	1 <u>c</u>	<u>Mission #264</u>				
315WG	4	-	2	-	-	-	<u>Mission #265</u>				
311WG	5	-	1	1 <u>b</u>	-	-	<u>Mission #266</u>				
315WG	4	-	1	1 <u>c</u>	-	-	<u>Mission #267</u>				
TOTAL	26	-	7	4	-	3	-	-	-	-	-

a 1 maintenance personnel error and 1 air crew personnel error.

b air crew personnel error.

c Maintenance personnel error.

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BREAKDOWN OF ALL AIRCRAFT FAILING TO BOMB PRIMARY TARGET

MISSION 263 - 267
DATE 12 July 1945

PERSONNEL ERROR			FLIGHT CONDITIONS			ENEMY ACTION			OTHER		
Non-Effective	Bombed Secondary	Bombed Other	Non-effective	Bombed Secondary	Bombed Other	Non-Effective	Bombed Secondary	Bombed Other	Non-Effective	Bombed Secondary	Bombed Other
2 a	-	2 b	Mission #263	-	-	-	-	-	-	-	-
1 g	-	1 g	Mission #264	-	-	-	-	-	-	-	1
-	-	-	Mission #265	-	-	-	-	-	-	-	-
1 b	-	-	Mission #266	-	-	-	-	-	-	-	-
1 g	-	-	Mission #267	-	-	-	-	-	-	-	-
4	-	3	-	-	-	-	-	-	1	-	-
-	-	-	-	-	-	-	-	-	1	-	1

and 1 air crew personnel error.

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DISPOSITION OF BOMBS

UNIT	TYPE OF BOMB	FUZE SETTING		LOADED ON AIRBORNE AIRCRAFT		PRIMARY TARGETS		RELEASED ON TARGETS			TARGETS OR OP
		Nose	Tail	No.	Tons	No.	Position	Mts	Tons	No.	Tons
58WG	AN-147A2 100# I.B.	Inst.	-	11880	409.7	10500	362.1			-	-
	E-46 500# I.C.	-	*	2538	507.6	2204	440.8			217	43.1
	M-46 Photoflash			15	-	15	-			-	-
73WG	AN-147A2 100# I.B.	Inst.	-	23871	823.2	22387	772.0			366	12.1
	M-46 Photoflash			32	-	31	-			1	-
313WG	AN-147A2 100# I.B.	Inst.	-	6063	209.1	5860	202.1			-	-
	E-46 500# I.C.	-	*	2591	518.2	2385	477.0			80	16.1
314WG	AN-147A2 100# I.B.	Inst.	-	11836	408.1	11398	393.1			-	-
	E-46 500# I.C.	-	*	2640	528.0	2397	479.4			45	9.1
	M-46 Photoflash			55	-	53	-			-	-
315WG	AN-147A2 100# I.B.	Inst.	-	11836	408.1	11398	393.1			-	-
	E-46 500# I.C.	-	*	2640	528.0	2397	479.4			45	9.1
	M-46 Photoflash			55	-	53	-			-	-
TOTAL	AN-147A2 100# I.B.			53650	1850.1	50145	1729.3			366	12.1
	E-46 500# I.C.			7769	1553.8	6986	1397.2			342	68.1
	AN-147A2 100# I.B.			2044	511.0	1808	452.0			32	8.1
	M-46 Photoflash			102	-	99	-			1	-
	TOTAL			63565	3914.9	59038	3578.5			741	89.1

* Clusters set to open 5000 feet above target.

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BOMBING RUN

UNIT	TARGET BOMBED		AIRCRAFT DROPPING BOMBS	TIME OF RELEASE		ALT. OF RELEASE		TARGET VISIBLE		
	NAME OF TARGET	TYPE		EARLIEST	LATEST	LOWEST	HIGHEST	VISUAL SIGHTING ONLY	RADAR RUN WITH VISUAL CORRECTIONS	DROPPING ON LEADER
58WG	Utsonomiya	P	104	1423 Z	1639 Z	Mission #263		2	-	-
	Utsonomiya	P	11 a	1419 Z	1534 Z	13500	14600	-	-	-
	Taira	TO	1	1535 Z	-	13300	14200	-	-	-
	Sendai	TO	1	1540 Z	-	14400	-	-	-	-
	Ishinomaki	TO	1	1548 Z	-	14000	-	-	-	-
	Otsu	TO	1 b	Unknown		13700	-	-	-	-
	Hitachi	TO	1	1635 Z	-	17000	-	-	-	-
	Unknown	TO	1	Unknown		13800	-	-	-	-
73WG	Ichinomiya	P	112 c	1554 Z	1745 Z	Mission #264		8	2	-
	Ichinomiya	P	12 a	1553 Z	1629 Z	6000	12200	-	-	-
	Tsuruga	TO	1	1735 Z	-	10600	11000	-	-	-
	Matsuzaka	TO	1	1559 Z	-	11700	-	1	-	-
	Hanamatsu	TO	1 b	Unknown		11000	-	-	-	-
						Unknown		-	-	-
313WG	Tsuruga Urban Area	P	81	1427 Z	1607 Z	Mission #265		-	-	-
	Tsuruga Urban Area	P	11 a	1400 Z	1500 Z	12200	13400	-	-	-
	Shingu	TO	1	1429 Z	-	12300	13100	-	-	-
	Uji Yamada	TO	1	1550 Z	-	9900	-	-	-	-
314WG	Uwajima Urban Area	P	112 d	1428 Z	1626 Z	Mission #266		-	-	-
	Uwajima Urban Area	P	12 a	1413 Z	1440 Z	12000	16400	-	-	-
	Shimizu	TO	1 b	1542 Z	-	10400	15500	-	-	-
	Sukumo	TO	1	1505 Z	-	16000	-	-	-	-
315WG	Kawasaki Petroleum Center	P	53	1506 Z	1619 Z	Mission #267		2	1	-
	Egawa Saki	TO	1	1550 Z	-	15300	16700	-	-	-
TOTAL	Primary Targets	P	462	1423 Z	1745 Z	6000	16700	12	3	-
	Primary Targets	P	46 a	1400 Z	1629 Z	10600	15500	-	-	-

a Pathfinder aircraft. b Aircraft also bombed primary target. c Includes 1 weather aircraft. d Includes 1

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AIRCRAFT LOST AND DAMAGED - PERSONNEL CASUALTIES

UNIT	AIRCRAFT LOST							AIRCRAFT DAMAGED							TOTAL MAJOR MINOR	TO PAR PAT		
	ENEMY A/C	ENEMY A/A	ENEMY A/C & A/A	ACC. & MECH	OTHER	UN- KNOWN	TOTAL	ENEMY A/C	ENEMY A/A	ENEMY A/C & A/A	ACC. & MECH	OWN GUNS	OTHER	UN- KNOWN			TOTAL	
																	MAJOR	MINOR
58WG	-	-	-	1 a	-	-	1										None	
73WG							None										None	
813WG							None										None	
814WG							None										None	
815WG	-	-	-	1 b	-	1 c	2	-	-	-	-	-	1	-	-	-		
TOTAL	-	-	-	2	-	1	3	-	-	-	-	-	1	-	-	-		
<p>a Ditched enroute to base. 11 men aboard, 9 rescued, 1 killed, 1 missing. b Crashed at sea enroute to target. 10 men aboard, 3 rescued, 1 killed, 6 missing. c Missing, no word. 10 men aboard.</p>																		

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MISSION 263 - 267
DATE 12 July 1945

AIRCRAFT LOST AND DAMAGED - PERSONNEL CASUALTIES

TYPE	UN- KNOWN	TOTAL	AIRCRAFT DAMAGED							PERSONNEL CASUALTIES						
			ENEMY A/C	ENEMY A/A	ENEMY A/C & A/A	ACC. & MECH	OWN GUNS	OTHER	UN- KNOWN	TOTAL		TOTAL PARTICI- PATING	KILLED	MISS- ING	WOUNDED & INJURED	TOTAL CASUALTIES
										MAJOR	MINOR					
-	-	1			Mission #263											2
		None			Mission #264											None
		None			Mission #265											None
		None			Mission #266											None
		None			Mission #267											None
-	1	2	-	-	-	-	1	-	-	-	642	1	16	-		17
-	1	3	-	-	-	-	1	-	-	-	6273	2	17	-		19

Case: 11 men aboard, 9 rescued, 1 killed, 1 missing.
 te to target. 10 men aboard, 3 rescued, 1 killed, 6 missing.
 0 men aboard.

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MISSION

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ENEMY OPPOSITION AND AMMUNITION EXPENDITURE

UNIT	ENEMY A/C SIGHTED	ATTACKS BY E/A	ENEMY A/C DESTROYED & DAMAGED			50 CALIBER AMMUNITION EXPENDITURE				
			DESTROYED	PROBABLY DESTROYED	DAMAGED	FIRED IN COMBAT	TEST FIRED	JETTISONED	LOST	
58 WG	9	-		-	-	Mission #263	-	550	154	16
73 WG	12	-		-	-	Mission #264	-	80	-	
313 WG	2	-		-	-	Mission #265	-	-	-	
314 WG	6	-		-	-	Mission #266	-	20	-	
315 WG	38	2		-	-	Mission #267	-	3020	-	2
TOTL	67	2		-	-		-	3670	154	4

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MISSION 263 - 267

DATE 12 July 1945

ENEMY OPPOSITION AND AMMUNITION EXPENDITURE

ATTACKS BY E/A	ENEMY A/C DESTROYED & DAMAGED			50 CALIBER AMMUNITION EXPENDITURE					
	DESTROYED	PROBABLY DESTROYED	DAMAGED	FIRED IN COMBAT	TEST FIRED	JETTISONED	ON LOST A/C	TOTAL	
-		-	-	Mission #263	-	550	154	1600	2304
-		-	-	Mission #264	-	80	-	-	80
-		-	-	Mission #265	-	-	-	-	-
-		-	-	Mission #266	-	20	-	-	20
2		-	-	Mission #267	-	3020	-	2850	5870
2		-	-		-	3670	154	4450	8274

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MISSIONS 263 - 267DATE 12 July 1945

FLIGHT DATA & FUEL CONSUMPTION

MISSION NUMBER	#263	#264	#265	#266	#267
UNIT	58TH WG	73RD WG	313TH WG	314TH WG	315TH WG
AIRCRAFT CONSIDERED	93	121	89	118	53
AVERAGE FLYING TIME	15:06	13:33	13:26	14:39	14:19
FUEL CONSUMED:					
Average	5876	5712	5814	5937	5453
Maximum	6450	6228	6250	6347	6215
Minimum	5400	5056	5420	5520	5076
FUEL REMAINING:					
Average	664	873	820	700	1175
Maximum	1175	1444	1290	1099	1660
Minimum	100	279	342	269	570
AVG. GALS. USED PER HOUR	389.1	421.5	432.9	405.3	380.8
TOTAL USED ON AIRBORNE A/C	752093	742458	564497	769062	318577

WEIGHT DATA

NO. AIRCRAFT AIRBORNE	130	131	98	130	60
AVG. BASIC WT. OF AIRCRAFT	74901	75048	74765	75601	71378
AVERAGE USEFUL LOAD	59313	57768	60391	59963	63298
AVG. NO. OF BOMBS LOADED	Mixed Load	Mixed Load	Mixed Load	Mixed Load	34.1-M64
AVG. WT. OF BOMBS LOADED	14700	12769	15567	15026	18226
AVERAGE FUEL LOADED	6546	6598	6627	6638	6630
AVG. WT. OF FUEL LOADED	39276	39588	39762	39828	39780
AVERAGE MISC. WEIGHT	5337	5411	5062	5109	5292
AVG. GROSS WT. AT TAKE OFF	134214	132816	135156	135564	134676

Bomb Weights: M-47-A2 - 70 lbs.
E-46 - 425 lbs.
M-46 - 52 lbs.
M-64 (TNT) - 535 lbs.

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ANNEX

F

XXI BOMBER COMMAND FIELD ORDER

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Missions No. 263, 264, 265, 266 & 267

12/13 July 1945



Auth: CG XXI BC
 Initials: ST
 Date: 12 July 1945

FIELD ORDERS)
 :
 NUMBER 93)

XXI BOMBER COMMAND
 GUAF
 12 July 1945 - OSOOK

Maps: Japan Aviation Chart 1:213,380.

1. Omitted.
2. XXI Bomber Command attacks UTSUNOMIYA, ICHINOMIYA, TSURUGA, and UHAJIMA URBAN AREAS and target 90.17 - 128 on 13 July 1945.
3. a. 58th Wing:

- (1) Primary visual and radar target: UTSUNOMIYA URBAN AREA

MPI	FORCE REQUIRED
114104	Normal Effort

MPI Reference: XXI BomCom Litho-Mosaic UTSUNOMIYA AREA
 90.13 - Urban.

- (2) Route:

Base
 Iwo Jima
 3545N - 14100E
 3623N - 14038E (IP)
 Target
 Right Turn to landsend
 3643N - 14043E
 3600N - 14119E
 Iwo Jima
 Base.

- (3) Altitudes:

- (a) Enroute to target: 4,000 - 4,900 ft. and 7,000 - 7,300 ft.
- (b) Of attack: 13,000 - 13,800 ft.
- (c) Enroute from target: Above 15,000 ft.

- (4) Bomb Load: 2 groups - M-47 IBs
 2 groups - Clusters containing M-69 bombs.

- (5) Intervalometer Setting: M-47 IBs - 75 ft.
 M-69 ICs - 50 ft.

- (6) Bombing Airspeed: CIAS 195 MPH.

- (7) Takeoff: 121700K.

- b. 73rd Wing:

- (1) Primary visual and radar target: ICHINOMIYA URBAN AREA

MPI	Force Required
065087	Normal Effort

MPI Reference: XXI BomCom Litho-Mosaic ICHINOMIYA AREA
 90.20 - Urban.

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F.O. #98

(2) Route:

Base
Iwo Jima
3353N - 13603E
3453N - 13555E
351230N - 13607E (IP)
Target
3520N - 13710E
343330N - 13304E
Iwo Jima
Base.

(3) Altitudes:

- (a) Enroute to target: 4,000 - 4,300 ft. and 7,000 - 7,800 ft.
- (b) Of attack: 10,000 - 10,300 ft.
- (c) Enroute from target: Above 12,000 ft.

(4) Bomb Load: 4 groups - Clusters containing M-69 bombs to extent of supply; otherwise M-47 IBs.

(5) Intervalometer Setting: M-69 ICs and M-47 IBs - 50 ft.

(6) Bombing Airspeed: CLAS 195 MPH.

(7) Takeoff: 121900K.

c. 313th Wing:

(1) Primary visual and radar target: TSURUGA URBAN AREA

MPI	Force Required
103084	3 Groups

MPI Reference: XXI DomCom Litho-Mosaic TSURUGA AREA
90.22 - Urban.

(2) Route:

Base
Iwo Jima
3354N - 13603E
3512N - 13604E (IP)
Target
Right Turn
3450N - 13636E
Iwo Jima
Base.

(3) Altitudes:

- (a) Enroute to target: 5,000 - 5,300 ft. and 8,000 - 8,300 ft.
- (b) Of attack: 12,000 - 12,300 ft.
- (c) Enroute from target: Above 12,000 ft.

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F.O. #98

(2) Route:

Base
Iwo Jima
3353N - 13603E
3453N - 13555E
351230N - 13607E (IP)
Target
3520N - 13710E
343330N - 13804E
Iwo Jima
Base.

(3) Altitudes:

- (a) Enroute to target: 4,000 - 4,800 ft. and 7,000 - 7,800 ft.
 - (b) Of attack: 10,000 - 10,800 ft.
 - (c) Enroute from target: Above 12,000 ft.
- (4) Bomb Load: 4 groups - Clusters containing M-69 bombs to extent of supply; otherwise M-47 IBs.
- (5) Intervalometer Setting: M-69 ICs and M-47 IBs - 50 ft.
- (6) Bombing Airspeed: CLAS 195 MPH.
- (7) Takeoff: 121900K.

c. 313th Wing:

- (1) Primary visual and radar target: TSURUGA URBAN AREA
- | | |
|--------|----------------|
| MPI | Force Required |
| 103084 | 3 Groups |
- MPI Reference: XXI BomCom Litho-Mosaic TSURUGA AREA
90.22 - Urban.

(2) Route:

Base
Iwo Jima
3354N - 13603E
3512N - 13604E (IP)
Target
Right Turn
3450N - 13636E
Iwo Jima
Base.

(3) Altitudes:

- (a) Enroute to target: 5,000 - 5,800 ft. and 8,000 - 8,800 ft.
- (b) Of attack: 12,000 - 12,800 ft.
- (c) Enroute from target: Above 12,000 ft.

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F.O: #93

- (4) Bomb Load: 1 group - M-47 IBs
2 groups - Clusters containing M-69 bombs.
- (5) Intervalometer Setting: M-47 IBs - 50 ft.
M-69 ICs - 35 ft.
- (6) Bombing Airspeed: CLAS 195 MPH.
- (7) Takeoff: 121300K.

d. 314th Wing:

- (1) Primary visual and radar target: UWAJIMA URBAN AREA
- | | |
|--------|----------------|
| MPI | Force Required |
| 063062 | Normal Effort |
- MPI Reference: XXI BomCom Litho-Mosaic UWAJIMA URBAN AREA.

(2) Route:

Base
Iwo Jima
3242N - 13150E
331430N - 13147E
332030N - 13201E (IP)
Target
Right Turn
Iwo Jima
Base.

(3) Altitudes:

- (a) Enroute to target: 3,000 - 3,800 ft. and 6,000 - 6,800 ft.
- (b) Of attack: 10,000 - 10,800 ft.
- (c) Enroute from target: Above 12,000 ft.

- (4) Bomb Load: 2 groups - M-47 IBs
2 groups - Incendiary clusters containing M-69 bombs;
- (5) Intervalometer Setting: M-47 IBs - 75 ft.
Clusters - 50 ft.
- (6) Bombing Airspeed: CLAS 195 MPH.
- (7) Takeoff: 121700K.
- (8) 314th Wing will dispatch two special jamming A/C to orbit the target assigned to 315th Wing in a circle with 10 miles radius with center at 3530N - 13942E at an altitude of 17,000 ft. for one and 17,500 ft. for the other. These A/C will orbit point until stream of bombers have passed over target.

e. 315th Wing:

- (1) Primary visual and radar target: 90.17 - 128 Petroleum Center, KAWASAKI

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F.O. #98

MPI

Force Required

135150

70 A/C

MPI Reference: XXI BomCom Litho-Mosaic YOKOHAMA URBAN AREA.

(2) Route:

Base
Iwo Jima
343630N - 13351E
3457N - 13909E (IP)
Target
3524N - 14024E
Iwo Jima
Base.

(3) Altitudes:

(a) Enroute to target: 3,000 - 3,800 ft. and 6,000 - 6,800 ft.

(b) Of attack: 15,000 - 16,000 ft.

(c) Enroute from target: Minimum 12,000 ft.

(4) Bomb Load: 500 lb GPs.

(5) Intervalometer Setting: Minimum.

(6) Takeoff: 121330K.

x. (1) Method of Attack: By individual A/C.

(2) All wings will designate the first 12 A/C scheduled to take off first as pathfinder A/C flown by the best radar bombing crews.

(3) Bomb Fusing: M-47 IDs - instantaneous nose
Clusters - open 5,000 ft. above target
500 lb GP- 1/10 nose and 1/40 tail.

4. Tactical Mission Numbers:

UTSUNOMIYA - No. 263
ICHINGMIYA - No. 264
TSURUGA - No. 265
UWAJIMA - No. 266
90.17 - 128 - No. 267.

5. a. (1) The special jamming aircraft for the 314th Wing will be equipped to barrage jam the regions 190-210 and 72-84 megacycles. Spot jamming will be conducted over the frequency ranges 180-190 and 210-220 megacycles as desired by the Wing Commander and as governed by the capacity of each wing. In addition, all strike aircraft will be equipped with one jammer within the barrage band listed above providing sufficient equipment is available.
- (2) All wings will be equipped to barrage jam the region 190-210 megacycles. Spot jamming will be conducted over the frequency ranges 180-190, 210-220 and 72-84 megacycles as desired by the Wing Commander and as governed by the equipment available.

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F.O. #93

- (3) Observations of the extent and reliability of the barrage will be made while over the target.
 - (4) Jammers will be kept in operation at all times when closer than 50 miles to the mainland and will be turned off at all other times, except for preflight and postflight frequency checks, which are to be made on the ground while the jammers are installed in the airplanes.
- b. Command Post: Hq., XXI BomCom, GUAM.

BY COMMAND OF MAJOR GENERAL LEMAY:

A W KISSNER
Brigadier General, USA
Chief of Staff

OFFICIAL:

John B. Montgomery
JOHN B MONTGOMERY
Colonel, G. S. C.
D C/S, Operations

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- 2 - CG, 313th Bomb Wing
- 2 - CG, 314th Bomb Wing
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- 1 - CG, 3rd Photo Recon Sq
- 6 - A-3 Tactics, XXI BC
- 2 - 33rd SCU, XXI BC
- 1 - Communications, XXI BC
- 1 - O&S, XXI BC
- 2 - CIU, XXI BC
- 1 - A-2 Reporting, XXI BC
- 4 - A-2, XXI BC

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ANNEX

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DISTRIBUTION LIST

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Missions No. 263, 264, 265, 266 & 267

12/13 July 1945



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 6 Commanding General; Twentieth Air Force
 7 Commanding General; Eighth Air Force (Okinawa)
 8 Commander in Chief, U.S. Army Forces, Pacific
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 10 Commander in Chief, Pacific Fleet (Adv Hq)
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 12 Commander Air Force, Pacific Fleet
 13 Commander; Third Fleet
 14 Commander; Fifth Fleet
 15 Commander; First Carrier Task Force
 16 Commander, Marianas
 17 Commanding General; U.S. Army Forces, Middle Pacific
 18 Commanding General; Allied Air Forces, SWPA
 19 Commanding General; Far East Air Forces
 20 Commanding General; U.S. Strategic Air Forces in Europe
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 23 - 24 Commanding General; Seventh Air Force
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 26 - 27 Commanding General; VII Fighter Command
 28 Commanding General; Eleventh Air Force
 29 - 33 Commanding General, 301st Fighter Wing
 34 Command Hq, Allied Air Forces, SWPA
 ATTN: Senior Intelligence Officer, R.A.A.F.
 35 Commander in Chief, U.S. Army Forces, Pacific
 ATTN: G-2 (For Section 22, RCM)
 36 Officer in Charge, Joint Intelligence Center
 Pacific Ocean Areas
 37 Commanding General, Army Air Forces
 ATTN: AC/AS Intelligence
 38 - 67 Commanding General, Army Air Forces
 ATTN: AC/AS, Intelligence, Collection Division
 68 - 69 Commanding General, U.S. Army Strategic Air Forces (Guam)
 ATTN: Intelligence
 70 Commanding General, U.S. Army Strategic Air Forces (Guam)
 ATTN: Communications
 FOR: Counter Measures Air Analysis Center
 71 Commanding Officer, Twentieth Air Force Lead Crew School
 72 Brigadier General, H.S. Hansell, Jr.
 73 Chief of Staff, Twentieth Air Force
 74 Deputy C/S, Opns, Twentieth Air Force
 75 AC of S, A-2, Twentieth Air Force
 76 Chemical Warfare Officer, Twentieth Air Force
 77 Ordnance Officer, Twentieth Air Force
 78 Director of Tactics, A-3, Twentieth Air Force
 79 - 80 Historical Officer, Twentieth Air Force

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81 Commanding General; 58th Bombardment Wing
 82 Commanding General; 73rd Bombardment Wing
 83 Commanding General; 313th Bombardment Wing
 84 Commanding General; 314th Bombardment Wing
 85 Commanding General; 315th Bombardment Wing
 86 Commanding Officer; 3rd Photo Reconnaissance Sq
 87 Commanding Officer; 41st Photo Reconnaissance Sq
 88 Commanding Officer; 55th Reconnaissance Sq, Long Range
 Weather
 89 Commanding Officer, Twentieth Air Force Combat Staging
 Center (Provisional)
 90 Commanding Officer; 33rd Statistical Control Unit
 91 Commanding Officer; 6th Bomb Group (VH)
 92 Commanding Officer; 9th Bomb Group (VH)
 93 Commanding Officer; 16th Bomb Group (VH)
 94 Commanding Officer; 19th Bomb Group (VH)
 95 Commanding Officer; 29th Bomb Group (VH)
 96 Commanding Officer; 39th Bomb Group (VH)
 97 Commanding Officer; 40th Bomb Group (VH)
 98 Commanding Officer; 330th Bomb Group (VH)
 99 Commanding Officer; 331st Bomb Group (VH)
 100 Commanding Officer; 444th Bomb Group (VH)
 101 Commanding Officer; 462nd Bomb Group (VH)
 102 Commanding Officer; 468th Bomb Group (VH)
 103 Commanding Officer; 497th Bomb Group (VH)
 104 Commanding Officer; 498th Bomb Group (VH)
 105 Commanding Officer; 499th Bomb Group (VH)
 106 Commanding Officer; 500th Bomb Group (VH)
 107 Commanding Officer; 501st Bomb Group (VH)
 108 Commanding Officer; 502nd Bomb Group (VH)
 109 Commanding Officer; 504th Bomb Group (VH)
 110 Commanding Officer; 505th Bomb Group (VH)
 111 Commanding Officer; 509th Composite Group
 112 Commanding Officer; 15th Fighter Group (VLR)
 113 Commanding Officer; 21st Fighter Group (VLR)
 114 Commanding Officer; 444th Fighter Group (VLR)
 115 Commanding Officer; 506th Fighter Group (VLR)
 116 Reporting Unit; A-2; Twentieth Air Force (File Copy)
 117 - 430 Reporting Unit; A-2; Twentieth Air Force

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