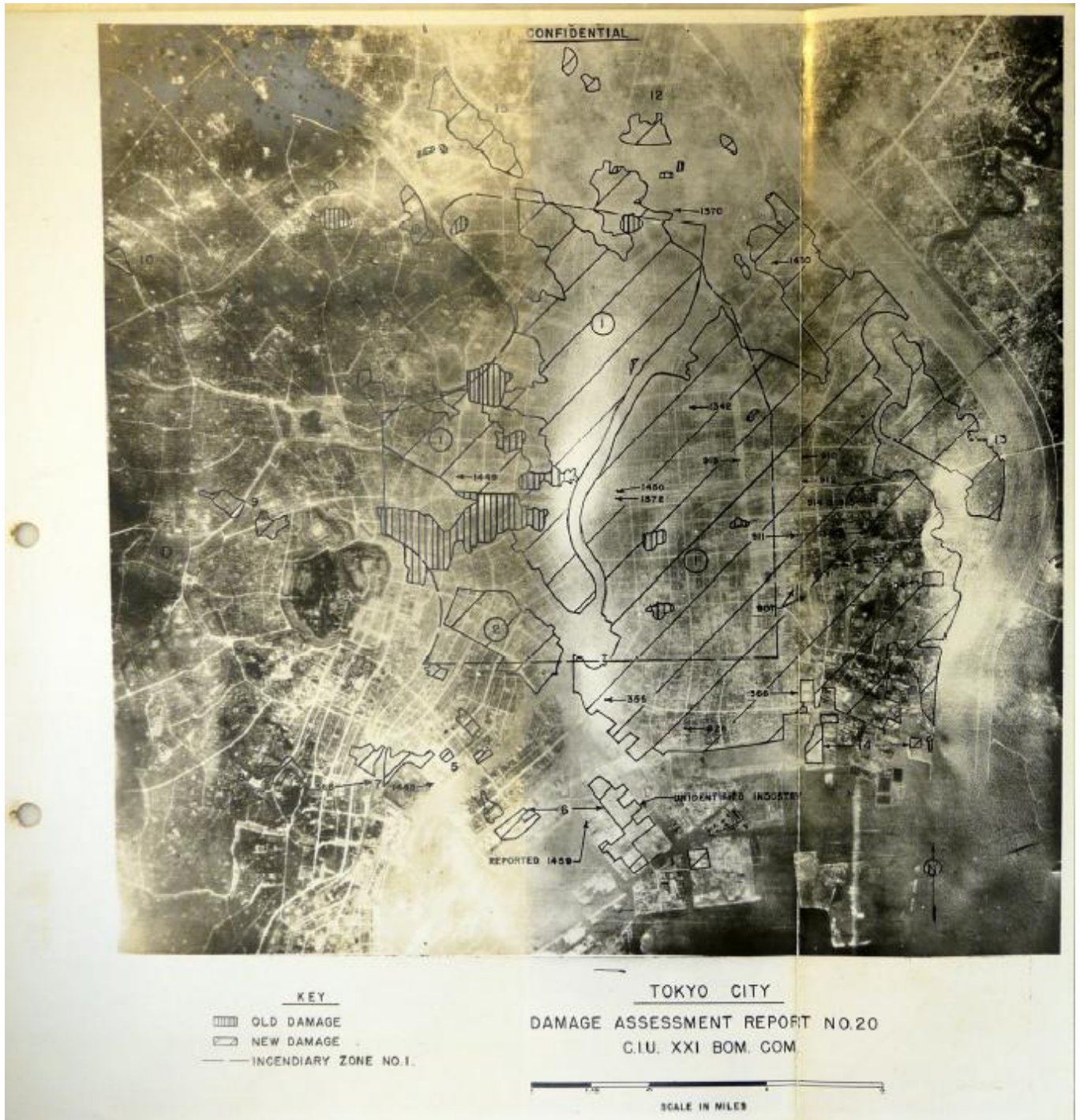


TACTICAL MISSION REPORT—PART 3





ANNEX
E

CONSOLIDATED STATISTICAL SUMMARY

SECRET

XXI BOMBER COMMAND

STATISTICAL SUMMARY OF COMB

FORM 34

MISSION NO. 40

9 APR 1945

Mission No. 40

10 March 1945

SECRET

SECRET

XXI BOMBER COMMAND

CONSOLIDATED STATISTICAL SUMMARY OF COMBAT OPERATIONS

FORM 34

MISSION NO. 40

5 March 1945

Primary Target - Urban Area, Tokyo

EFFECTIVENESS OF MISSION

Aircraft Airborne 325
 Percent Of Aircraft On Hand 84%
 Aircraft Bombing Primary 279
 Percent Of Aircraft Airborne 86%
 Aircraft Bombing All Targets 298
 Percent Of Aircraft Airborne 92%
 Bombs Dropped On Primary Target 1665 Tons
 Bombs Dropped On Other Targets 118 Tons
 Enemy Aircraft Destroyed None
 Bombing Results - Damage Assessment Photos Show About 16.7 Sq. Miles Of City Area Destroyed.

COST OF MISSION

Aircraft Lost 14
 Percent Of Aircraft Airborne 4.3%
 Aircraft Damaged 42
 Percent Of Aircraft Airborne 13%
 Crew Member Casualties 102
 Percent Of Total Participating . . . 3.1%

SECRET

33RD STATISTICAL CONTROL UNIT

SECRET

MISSION 40

AIRCRAFT PARTICIPATING

DATE 9 March 1945

UNIT	A/C ON HAND	A/C SCHED-ULED	A/C FAILING TO TAKE OFF	A/C AIR-BORNE	TIME OF TAKE OFF			TIME OF RETURN			A/C BOMBING PRIMARY TARGET	A/C BOMBING SECOND-ARY TAR-GET	A/C BOMBING L.R. AND T.O.	A/C ON OBSERVA-TION	TOTAL A/C EFFECTIVE	TOTAL A/C NON-EFFECTIVE
					DATE	FIRST	LAST	DATE	FIRST	LAST						
27	45	36	-	37	9 Mar.	0815 Z	0911 Z	9-10 Mar	2158 Z	0121 Z	34	-	-		34	3
28	43	42	-	42	"	0816 Z	0929 Z	"	2300 Z	0227 Z	34	-	3		37	5
29	46	42	1 a	41	"	0815 Z	0902 Z	"	2157 Z	0056 Z	38	-	1		39	2
30	46	42	1 b	41	"	0817 Z	0853 Z	"	2239 Z	0137 Z	31	-	5		36	5
Wing	180	162	2	161 z	"	0815 Z	0929 Z	"	2157 Z	0227 Z	137	-	9		146	15
36	40	36	4 c	32	"	0853 Z	0947 Z	"	2341 Z	0125 Z	32	-	-		32	-
39	39	33	1 d	32	"	0815 Z	0848 Z	"	2110 Z	0212 Z	26	-	3		29	3
34	27	21	1 f	20	"	0853 Z	1010 Z	"	2340 Z	0109 Z	15	-	2		17	3
35	40	31	5 g	26	"	0845 Z	0920 Z	"	2242 Z	0210 Z	20	-	4		24	2
Wing	146	121	11	110 y	"	0815 Z	1010 Z	"	2110 Z	0212 Z	93	-	9		102	8
29	30	29	1 h	28	"	0803 Z	0830 Z	"	2253 Z	0049 Z	25	-	1		26	2
29	29	27	1 i	26	"	0736 Z	0802 Z	"	2245 Z	0050 Z	24	-	-	1 j	25	1
Wing	59	56	2	54	"	0736 Z	0830 Z	"	2245 Z	0050 Z	49	-	1	1	51	3
BC	385	339	15	325	"	0736 Z	1010 Z	"	2110 Z	0227 Z	279	-	19	1	299	26

a Engine backfired.
 b Operations personnel error.
 c 1 A/C carburetor out #2 engine.
 1 A/C mag drop #2 engine.
 1 A/C bomb bay doors out.
 1 A/C #4 turbo out.
 d Leak in oil scavenger line #2 engine.
 e Excludes A/C landing at Iwo and returning late.
 f Unable to secure sufficient bombs to load all A/C in time for mission.

g 3 A/C not in commission for takeoff.
 1 A/C engine backfired.
 1 A/C brakes failed.
 h #3 engine cutting out.
 i Bomb bay doors inoperative.
 j A/C assigned for observation and photographic purposes.
 k Excludes 3 super dumbos, two of which aborted, and 2 homing A/C.
 l Excludes 1 super dumbo - 2 homing A/C.

CORRECTED COPY

BREAKDOWN OF ALL AIRCRAFT FAILING TO BOMB PRIMARY TARGET

UNIT	MECHANICAL FAILURE			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	Non-Effective	Bombed Secondary	Bombed Other
77	2	-	-	1	-	-	-	-	-	-	-	-	-	-	-
78	4	-	2	-	-	-	1	-	-	-	-	-	-	-	-
79	-	-	1	2	-	-	-	-	-	-	-	-	-	-	-
80	5	-	1	-	-	4	-	-	-	-	-	-	-	-	-
WG	11	-	4	3	-	4	1	-	-	-	-	-	-	-	1
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
9	3	-	1	-	-	-	-	-	-	-	-	-	-	-	1
04	3	-	1	-	-	-	-	-	-	-	-	-	-	-	1
05	2	-	3	-	-	-	-	-	-	-	-	-	-	-	-
3 WG	8	-	5	-	-	-	-	-	-	-	-	-	-	-	4
19	1	-	-	1	-	1	-	-	-	-	-	-	-	-	-
29	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4 WG	2	-	-	1	-	1	-	-	-	-	-	-	-	-	-
1 BC	21	-	9	4	-	5	1	-	-	-	-	-	-	-	5

BOMBING RUN

UNIT	TARGET BOMBED		A/C DROPPING BOMBS	TIME OF RELEASE		ALTITUDE OF RELEASE		VISUAL BOMBING		RADAR BOMBING		A/C OPERATED BY:		
	NAME OF TARGET	TYPE		Earliest	Latest	Lowest	Highest	A/C Sighting For P & D	Range	A/C Dropping on Lead A/C	A/C Bombing by Radar	A/C Dropping on Lead A/C	C-1	Manual
77	Tokyo Urban Area	P	34	1514 Z	1758 Z	7000	7800	2	-	-	32	-	17	17
78	Tokyo Urban Area	P	34	1549 Z	1750 Z	7000	8000	15	-	-	19	-	34	-
	Mito, Nikko	LR	2	1735 Z	1742 Z	7600	7800	2	-	-	-	-	2	-
	Unknown	TO	1	unknown		unknown		1	-	-	-	-	-	1
79	Tokyo Urban Area	P	38	1520 Z	1657 Z	6800	7600	-	-	-	38	-	20	18
	Choshi	LR	1	1455 Z	-	7000	-	1 a	-	-	-	-	-	1
80	Tokyo Urban Area	P	31	1534 Z	1651 Z	6620	8950	10	-	-	21	-	31	-
	Tateyama-Hato, Choshi Point, Sendai	LR	5	1558 Z	1700 Z	6800	7800	4	-	-	1	-	5	-
3 WG	Tokyo Urban Area	P	137	1514 Z	1758 Z	6620	8950	27	-	-	110 b	-	102	35
6	Tokyo Urban Area	P	32	1601 Z	1713 Z	5850	8000	17	-	5	10	-	22	10
9	Tokyo Urban Area	P	26	1526 Z	1800 Z	6400	7800	17	-	-	9	-	19	7
	Choshi, Maug	TO	2 e	1630 Z	2130 Z	7000	-	-	-	-	2	-	2	-
	Unknown	LR	3	1634 Z	-	6400	-	9	-	-	-	-	1	2
04	Tokyo Urban Area	P	15	1615 Z	1725 Z	6400	7000	4	-	-	11	-	10	5
	Choshi, Katsura	LR	2	1705 Z	1718 Z	6300	6500	2	-	-	-	-	1	1
05	Tokyo Urban Area	P	20	1552 Z	1732 Z	6300	8000	18	-	-	2	-	20	-
	Kasumigaura, Haba Jima, Chichi Jima, Arigen, Gogusan	TO	4	1640 Z	2350 Z	6400	10000	4	-	-	-	-	-	4
3 WG	Tokyo Urban Area	P	93	1526 Z	1800 Z	5850	8000	56	-	5	72	-	71	22
19	Tokyo Urban Area	P	25	1536 Z	1759 Z	5000	5000	22	-	-	3 d	-	14	11
	Unknown	LR	1	1608 Z	-	5000	-	1	-	-	-	-	-	1
29	Tokyo Urban Area	P	24	1507 Z	1636 Z	4900	9200	20 e	-	-	4	-	19 e	5
4 WG	Tokyo Urban Area	P	49	1507 Z	1759 Z	4900	9200	42	-	-	7	-	33	16
21 BC	Tokyo Urban Area	P	279	1507 Z	1800 Z	4900	9200	125	-	5	149	-	206	73

a - Did not use bomb sight. b Includes 25 A/C which made visual corrections. c Also bombed primary, included in total bombing primary. d 1 A/C bombed by navigation. e Includes 5 A/C missing, information unavailable.

DISPOSITION OF BOMBS

DATE 9 March 1945

UNIT	TYPE & WEIGHT OF BOMB		FUZE SETTING		LOADED ON AIRBORNE AIRCRAFT		RELEASED ON TARGETS						JETTISONED		RETURNED		UNKNOWN			
							URBAN AREA-TOKYO PRIMARY		INDUSTRIAL AND TARGET OF OPP.		No.	Tons							No.	Tons
							No.	Tons	No.	Tons										
197	M47-2	100 IB	Inst.	None	552	19	537	18.5	-	-	15	.5	-	-	-	-	-			
	E28	500 Inc Clu	18.7	"	1354	225.6	1210	201.6	-	-	88	14.7	56	9.3	-	-	-			
198	M47-2	100 IB	Inst.	"	552	19	368	12.7	-	-	184	6.3	-	-	-	-	-			
	E28	500 Inc Clu	17.3	"	1560	260	1245	207.5	120	20	194	32.3	1	.2	-	-	-			
199	M47-2	100 IB	Inst.	"	552	19	368	12.7	-	-	-	-	184	6.3	-	-	-			
	E28	500 Inc Clu	18.6	"	1520	253.3	1438	239.7	40	6.6	42	7	-	-	-	-	-			
500	M47-2	100 IB	Inst.	"	550	19	543	18.7	-	-	7	.3	-	-	-	-	-			
	E28	500 Inc Clu	18.8	"	1510	251.7	1078	179.7	196	32.7	181	30.1	55	9.2	-	-	-			
3 WG	M47-2	100 IB			2206	76	1816	62.6	-	-	206	7.1	184	6.3	-	-	-			
	E28	500 Inc Clu			5944	990.6	4971	828.5	356	59.3	505	84.1	112	18.7	-	-	-			
6	E46	500 Inc Clu	"	"	989	197.8	976	195.2	-	-	9	1.8	4	.8	-	-	-			
9	E46	500 Inc Clu	"	"	833	166.6	614	122.8	90	18	125	25	4	.8	-	-	-			
	M47-2	100 IB	Inst.	None	720	24.8	678	25.4	42	1.4	-	-	-	-	-	-	-			
504	E46	500 Inc Clu	"	"	638	127.6	477	95.4	59	11.8	102	20.4	-	-	-	-	-			
505	E46	500 Inc Clu	"	"	626	125.2	495	99	90	18	33	7.6	3	.6	-	-	-			
	M47-2	100 IB	Inst.	None	720	24.8	359	12.4	144	4.9	217	7.5	-	-	-	-	-			
13 WG	E46	500 Inc Clu			3086	617.2	2562	512.4	239	47.8	274	54.8	11	2.2	-	-	-			
	M47-2	100 IB			1440	49.6	1037	35.8	186	6.3	217	7.5	-	-	-	-	-			
19	E46	500 Inc Clu	"	"	663	132.6	586	117.2	24	4.8	52	10.4	1	.2	-	-	-			
	E46	Photoflash	"	"	2	-	2	-	-	-	-	-	-	-	-	-	-			
29	E46	500 Inc Clu	"	"	404	80.8	400	80	-	-	4	.8	-	-	-	-	-			
	M47-2	100 IB	Inst.	None	976	33.6	830	28.5	-	-	134	4.7	12	.4	-	-	-			
14 WG	E46	500 Inc Clu			1067	213.4	986	197.2	24	4.8	56	11.2	1	.2	-	-	-			
	M47-2	100 IB			976	33.6	830	28.5	-	-	134	4.7	12	.4	-	-	-			
	E46	Photoflash			2	-	2	-	-	-	-	-	-	-	-	-	-			
21 BC	E28	500 Inc Clu			5944	990.6	4971	828.5	356	59.3	505	84.1	112	18.7	-	-	-			
	E46	500 Inc Clu			4153	830.6	3548	709.6	263	52.6	330	66	12	2.4	-	-	-			
	M47-2	100 IB			4622	159.2	3683	120.9	186	6.3	557	19.3	196	6.7	-	-	-			
	E46	Photoflash			2	-	2	-	-	-	-	-	-	-	-	-	-			

* Incendiary clusters set to open 2500 ft. above ground. SECRET

DATE 9 March 1945

AIRCRAFT LOST AND DAMAGED

PERSONNEL CASUALTIES

UNIT	AIRCRAFT LOST						AIRCRAFT DAMAGED						PERSONNEL CASUALTIES								
	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	TOTAL PARTICIPATING	KILLED	MISSING	WOUNDED & INJURED	TOTAL CASUALTIES	
497	-	-	-	-	-	-	-	5	-	-	-	-	-	-	1	4	336	-	-	-	-
498	-	-	-	-	-	1 a	1	1	-	-	-	-	-	-	1	8	466	-	11	3	14
499	-	-	-	-	-	-	-	8	-	-	-	-	-	-	8	351	-	-	-	-	
500	-	-	-	-	-	-	-	9	-	-	-	-	-	-	9	372	-	-	-	-	
73 WG	-	-	-	-	-	1	1	23	-	-	-	-	-	-	1	22	1525	-	11	3	14
6	-	-	-	1 f	-	-	1	-	-	-	-	-	-	-	9	359	-	-	1	3	
9	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	191	-	-	-	-	
504	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	296	-	-	-	-	
505	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	
543 WG	-	-	-	1	3 b	-	4	-	9	-	-	-	-	-	9	1144	3	-	1	4	
19	-	-	-	-	1 g	3 c	4	-	3	-	-	-	-	-	9	334	-	36	1	37	
29	-	2 d	-	-	-	3 e	5	-	7	-	-	-	-	-	7	304	-	46	1	47	
514 WG	-	2	-	-	1	6	9	-	10	-	-	-	-	-	10	698	-	82	2	84	
21 B.C.	-	2	-	1	4	7	14	-	42	-	-	-	-	-	1	41	3307	3	93	6	102

a Missing. No word.
 b 3 A/C ditched. Became lost over Honshu and used excessive fuel. 31 personnel rescued.
 c Missing. No word.
 d 1 A/C ditched enroute to base. All 11 crew members rescued.
 e 1 A/C missing, believed shot down over primary.

f Missing. No word.
 g 1 A/C lost to survey 3/14/45.
 h 1 A/C lost to survey 3/14/45.

ENEMY OPPOSITION AND AMMUNITION EXPENDITURES

9 March 1945

UNIT	NO. OF E/A ENGUN PERIOD	ATTACHES BY E/A	ENEMY A/C DESTROYED & DAMAGED				AMMUNITION EXPENDITURES						
			TYPE OR MODEL	DES- TROYED	PROB. DESTROYED	DAMAGED	20 M.M.			.50 CALIBER			
							FIRED	ON LOST A/C	TOTAL	FIRED	ON LOST A/C	TOTAL	
	XXXX SIGHTED												
497	10	9		-	-	-			None Loaded				
498	1	1		-	-	-							
499	5	5		-	-	-							
500	9	9		-	-	-			None Loaded				
73 WG	10	24		-	-	-			None Loaded				
6	6	3		-	-	-			None Loaded				
9	10	1		-	-	-				100	-	100	
504	1	1		-	-	-				120	-	120	
505	5	-		-	-	-				220	-	220	
313 WG	22	5		-	-	-			None Loaded				
19	31	2		-	-	-				120	-	120	
29	11	9		-	-	-				120	-	120	
314 WG	42	11		-	-	-				340	-	340*	
21 BC	74	40		-	-	-							

* Expended on test firing.

SECRET

MISSION 40

DATE 9 March 1945

FLIGHT DATA & FUEL CONSUMPTION

A/C COMPLETING MISSION *	497 Op.	498 Op.	499 Op.	500 Op.	73rd Wing
	34	36	39	36	145
FLIGHT DATA					
Avg. Time At Low Altitude	6:45	6:50	6:35	6:35	6:41
Avg. Time Of Climb To Bombing Altitude	:05	:12	:17	:21	:14
Avg. Time At Bombing Altitude	:20	:28	:31	:28	:27
Avg. Flying Time	14:29	15:05	14:42	14:48	14:46
Avg. Distance Flown (Nautical Air Miles)	2771	2835	2794	2750	2788
FUEL CONSUMPTION					
Consumed To Targets:					
Average	3267	3340	3310	3305	3306
Maximum	3891	3904	3661	3585	3904
Minimum	2907	2975	2888	3010	2888
Consumed From Target To Base: (A/C Without Malfunction)					
No. Of Aircraft	32	32	38	35	137
Average	2431	2431	2384	2355	2399
Maximum	2874	2645	2762	2763	2874
Minimum	1695	2120	2038	2171	1695
Consumed From Target To Base: (A/C With Malfunction)					
No. Of Aircraft	2	4	1	1	8
Average	2578	2700	2269	2461	2586
Maximum	2598	2795	2269	2461	2795
Minimum	2559	2600	2269	2461	2269
Total Fuel Used:					
Average	5742	5791	5693	5660	5721 *
Maximum	6081	6270	6280	6183	6280
Minimum	5165	5408	5222	5235	5165
Total Fuel Remaining:					
Average	1012	940	1107	1060	1032
Maximum	1595	1305	1578	1465	1595
Minimum	679	300	520	617	300
Avg. Gals. Consumed Per Hour	396.5	384.0	387.3	382.4	387.3
Avg. Gals. Consumed Per Mile	2.07	2.04	2.04	2.06	2.05
TOTAL FUEL USED ON AIRBORNE A/C	199504	229520	231262	203492	867778

* A/C for which fuel data are available.

FLIGHT DATA & FUEL CONSUMPTION

	6 Op.	9 Op.	504 Op.	505 Op.	313th Wing
A/C COMPLETING MISSION *	32	25	15	20	92
<u>FLIGHT DATA</u>					
Avg. Time At Low Altitude	7:25	7:00	7:12	7:15	7:17
Avg. Time Of Climb To Bombing Altitude	:05	:08	:05	:05	:06
Avg. Time At Bombing Altitude	:25	:33	:28	:20	:27
Avg. Flying Time	15:31	15:25	15:04	15:12	15:21
Avg. Distance Flown (Nautical Air Miles)	2864	2641	2814	2636	2746
<u>FUEL CONSUMPTION</u>					
Consumed To Target:					
Average	3410	3350	3274	3309	3350
Maximum	3604	3920	3500	3907	3930
Minimum	3203	3200	3050	2959	2959
Consumed From Target To Base: (A/C Without Malfunction)					
No. Of Aircraft	31	23	15	20	89
Average	2427	2410	2390	2286	2385
Maximum	2454	2897	2820	2593	2897
Minimum	2271	2024	2125	1973	1973
Consumed From Target To Base: (A/C With Malfunction)					
No. Of Aircraft	1	2	None	None	3
Average	2152	2743	-	-	2546
Maximum	2152	2749	-	-	2749
Minimum	2152	2737	-	-	2152
Total Fuel Used:					
Average	5837	5696	5664	5590	5717
Maximum	6060	5933	5924	6196	6196
Minimum	5474	5490	5433	5123	5123
Total Fuel Remaining:					
Average	923	1089	1121	1152	1050
Maximum	1285	1295	1352	1500	1500
Minimum	700	852	861	504	504
Avg. Gals. Consumed Per Hour	376.1	369.4	375.8	367.8	372.4
Avg. Gals. Consumed Per Mile	2.04	2.16	2.01	2.12	2.08
TOTAL FUEL USED ON AIRBORNE A/C	186967	174600	104552	135545	601664

* A/C for which fuel data are available.

DATE 9 March 1945

FLIGHT DATA & FUEL CONSUMPTION

	19 Gr.	29 Gr.	314 Wg.	21st B.C.
<u>A/C COMPLETING MISSION</u> *	23	20	43	280
<u>FLIGHT DATA</u>				
Avg. Time At Low Altitude	3:19	2:05	2:45	6:16
Avg. Time Of Climb To Bombing Altitude	:16	:10	:13	:11
Avg. Time At Bombing Altitude	4:17	5:56	5:03	1:09
Avg. Flying Time	15:42	14:52	15:19	15:03
Avg. Distance Flown (Nautical Air Miles)	2800	2886	2840	2782
<u>FUEL CONSUMPTION</u>				
Consumed To Target:				
Average	3783	3725	3756	3390
Maximum	4058	4280	4280	4280
Minimum	3566	3130	3130	2888
Consumed From Target To Base: (A/C Without Malfunction)				
No. Of Aircraft	22	20	42	268
Average	2544	2485	2516	2413
Maximum	2840	2753	2840	2897
Minimum	2059	2058	2058	1695
Consumed From Target To Base: (A/C With Malfunction)				
No. Of Aircraft	1	None	1	12
Average	3001	-	3001	2611
Maximum	3001	-	3001	3001
Minimum	3001	-	3001	2152
Total Fuel Used:				
Average	6352	6578	6457	5833
Maximum	6809	6895	6895	6895
Minimum	5819	5835	5819	5123
Total Fuel Remaining:				
Average	1039	1105	1070	1044
Maximum	1507	1495	1507	1595
Minimum	550	435	435	300
Avg. Gals. Consumed Per Hour	404.6	442.4	421.5	387.6
Avg. Gals. Consumed Per Mile	2.27	2.28	2.27	2.10
TOTAL FUEL USED ON AIRBORNE A/C	169223	168862	338085	1803527

* A/C for which fuel data are available.

2 A/C of 19th Group landed at Iwo Jima.

WEIGHT DATA

UNIT	NO. ** AIRCRAFT AIRBORNE	AVERAGE BASIC WT. OF A/C	AVERAGE USEFUL LOAD	AVERAGE NO. OF BOMBS LOADED	* AVERAGE WT OF BOMBS LOADED	AVERAGE FUEL LOADED	AVG WT OF FUEL LOADED (6 LBS PER GAL)	AVERAGE MISC. WEIGHT	AVERAGE GROSS WEIGHT AT TAKE OFF
497	34	74555	59145	14.9 - M47-12 36.6 - B28	13853	6760	40560	4732	133700
498	42	74525	59345	13.2 - M47-12 37.1 - B28	13909	6740	40440	4996	133870
499	39	74452	58584	13.5 - M47-12 37.1 - B28	13930	6800	40800	5854	133036
500	36	74540	59360	13.4 - M47-12 36.8 - B28	13818	6720	40920	5222	133900
73 WING	151	74516	59107		13880	6755	40530	4697	133623
6	32	75350	58707	30.9 - B46	13152	6760	40560	5015	134057
9	25	74800	60000	26 - B46 22.5 - M47-12	12625	6785	40710	6665	134800
504	15	75000	58387	31.9 - B46	13558	6785	40710	4119	133387
505	20	73447	59104	24.1 - B46 27.7 - M47-12	12182	6760	40560	6362	132551
313 WING	92	74790	59092		12857	6771	40626	5609	133822
19	23	74600	60825	23.7 - B46	10073	7328	43968	6784	135425
29	20	76800	59540	15.5 - B46 37.5 - M47-12	9213	7360	44160	6167	136340
314 WING	43	75623	60227		9673	7343	44058	6496	135851
21 B.C.	286	74751	59271		12918	6849	41094	5259	134022

* Actual weight M47-12 - B equals 70 lbs.
Actual weight B28 - I Clu equals 350 lbs.
Actual weight B46 - I Clu equals 425 lbs.

** Based on A/C for which data are available.

FIELD ORDER NO. 13, BOMBING GROUP 1

1. Control.

ANNEX

2. The 111 Bomber Command will attack the main area of Westphalia with maximum effort on 10th Day. 10th Day 1041Z - 1040Z.

3. a. 111 Wing:

111 BOMBER COMMAND FIELD ORDER

(1) First wave will start at 0100Z.

(2) Wave 1: 111 Wing

333000 - 137000 333000 - 137000 313rd Wing 2/3
344000 - 138000 344000 - 138000 313rd Wing 1/3

(3) Altitude of attack: 7,000 to 7,500 feet.

(4) Bomb load: One mission - 100th Bomber Wing (included to be dropped first) Four 111 Bomber Command B-29, balance of 111 Bomber Command - 2-25 Bomber Wing (included to open 100th Wing above targets.

(5) Bombs:

Base
23000 - 137000
27100 - 137000
34200 - 137000
35100 - 137000
35200 - 137000 (IP)

Target: Mission No. 40
23000 - 137000
27100 - 137000
34200 - 137000

10 March 1945

(6) Altitude above targets: 3,000 to 3,500 feet.

S E C R E T

FROM: COM GEN XXI BOM COM
TO : COM GEN 73RD BOMB WING
COM GEN 313TH BOMB WING
COM GEN 314TH BOMB WING

S E C R E T

By Auth of CG XXI BC

CP *7,1 and 4.5*
Initials Date

XXI BOMBER COMMAND
GUAM
0800 7 March 1945

FIELD ORDER NUMBER 43. MEETINGHOUSE NUMBER 2

1. Omitted.
2. The XXI Bomber Command will attack Urban Area of Meetinghouse with maximum effort on "D" Day. Location: 3541N - 13948E.
3. a. 73rd Wing:
 - (1) First A/C will take off at Zero Hour.
 - (2)

Offset A.P.	MPI	Course	Force
353830N - 13953E	354254N - 1394745E	312° True	2/3
Same	354205N - 1394830E	312° True	1/3
 - (3) Altitude of Attack: 7,000 to 7,800 feet.
 - (4) Bomb Load: One squadron - M-47 Incendiary Clusters (scheduled to be dropped first) fused instantaneous nose. Balance of squadrons - E-28 Incendiary Clusters fused to open 2,000 feet above target.
 - (5) Route:
 - Base
 - 2500N - 14300E
 - 2715N - 14053E
 - 3450N - 14000E
 - 3519N - 14025E
 - 3532N - 1400430E (IP)
 - Target
 - 3550N - 13953E
 - 3537N - 14053E
 - Base
 - (6) Altitude enroute to target: 3,000 to 3,500 feet.
 - (7) The 73rd Wing will dispatch two radio-homing aircraft to take off prior to main force and to fly between points 3502N - 14000E and 3450N - 14000E for 1 hour and 30 minutes for the purpose of transmitting homing signals to main force.

b. 313th Wing:

- (1) First A/C will take off at Zero Hour.
- (2)

Offset A.P.	MPI	Course	Force
353830N - 13953E	354205N - 1394830E	312° True	1/3
Same	354054N - 1394832E	302° True	2/3

- 1 -

S E C R E T

FIELD ORDER NUMBER 49. MEETINGHOUSE NUMBER 2, CONTINUED

- (6) All A/C not equipped with bomb bay tank will salvo immediately after intervalometer has been actuated.
- (7) For this mission pins and car-o-seal wires may be removed from fuses prior to take off.
- (8) During flight altimeter setting will be set at 29.92.
- (9) Zero Hour and *D* Day: 091815K.

4. a. No Change.

b. This is XXI Bom Com Tactical Mission No. 40.

5. Communications:

- a. (1) Radio silence will prevail enroute to target except in case of an aircraft in extreme emergency.
- (2) Four special radio-homing planes, two from the 73rd Wing and two from the 313th Wing will proceed to a predesignated point and orbit for radio homing purposes. Designated radio planes will carry one (1) spare Liaison Transmitter and one (1) spare Liaison Dynamotor. All radio planes will begin transmitting homing signal 20 minutes prior to arrival of main force at designated points. (Reference Regulation 100-37 XXI Bom Com) Radio homing planes will fly designated course for one hour and thirty minutes. The most capable radio operators available will be assigned to the special radio planes. The allocation of planes, altitude, frequency and identification signals will be as follows:

<u>Unit</u>	<u>Altitude</u>	<u>Frequency</u>	<u>Identification</u>
73rd	24,000	424 kcs	B
73rd	25,000	524 kcs	C
313th	26,000	230 kcs	N
313th	27,000	330 kcs	A

- (3) Jamming tactics may be employed by the enemy but 1 frequency of the 4 should remain open.
- (4) Wings will predesignate one plane per squadron as the only plane to transmit a strike report.
 - (a) Special strike report will consist of time over target (GMT), target bombed, method of bombing, cloud coverage, results obtained, fighter opposition and flak opposition.

<u>Time</u>	-	Over Target (GMT)
<u>Target Bombed</u>	- P	- Primary
<u>Method of Bombing</u>	- V	- Visual
	- R	- Radar
	- N	- Navigation
<u>Cloud Coverage</u>	-	1 to 9 for tenths
		X for 10/10
<u>Bombing Results</u>	- A	- General Conflagration
	- B	- Several Large Fires
	- C	- Many Fires
	- D	- Few Scattered Fires
	- E	- Unobserved
<u>Fighter Opposition</u>	- A	- Heavy
	- B	- Moderate
	- C	- Meager
	- D	- None

S E C R E T

FIELD ORDER NUMBER 43. MEETINGHOUSE NUMBER 2. CONTINUED

Flak Opposition - A - Heavy
 - B - Moderate
 - C - Meager
 - D - None

LeM, Y
COM GEN XXI BOM COM

CPA. FJA
MONTGOMERY
D/CPNS

DISTRIBUTION: 2 ea wg

from 9TH BG Records:

PLOT'S FLIGHT

9 March 1945

Airplane Number	Airplane Commander	Victor No.	Take off Order	Start Eng.	Taxi	Take off	Turn	Staff
859	I's Clintook	17	1	1802	1809	1815	1820	Maglin
511	Rogan	1	2	1802	1809	1816	1821	Johnson
230	Curry	34	3	1802	1809	1817	1822	Fuller
283	I's Neil	33	4	1802	1809	1818	1823	
822	Sheaffer	10	5	1802	1809	1819	1824	
278	Smith	5	6	1802	1809	1820	1825	Callahan
831	Fling	2	7	1809	1816	1821	1826	
840	Bertagnoli	3	8	1809	1816	1822	1827	Albritton
913	Shirley	13	9	1809	1816	1823	1828	
896	Hutchison	14	10	1809	1816	1824	1829	
286	Butler	9	11	1809	1816	1825	1830	
893	Platz	12	12	1814	1821	1826	1831	
907	Welken	15	13	1814	1821	1827	1832	
806	St Donis	6	14	1814	1821	1828	1833	
875	Hardgrave	7	15	1814	1821	1829	1834	
298	Keeno	44	16	1817	1824	1830	1835	Conly
876	Fiel	31	17	1817	1824	1831	1836	
509	Lewis	38	18	1817	1824	1832	1837	
892	Jarvis	45	19	1817	1824	1833	1838	
835	White	35	20	1817	1824	1834	1839	
900	Boarden	57	21	1822	1829	1835	1840	
754	Littlewood	42	22	1822	1829	1836	1841	
546	Christie	39	23	1822	1829	1837	1842	Roth
915	Spaargaren	40	24	1822	1829	1838	1843	
796	Chapman	16	25	1827	1834	1839	1844	
284	Wienert	19	26	1827	1834	1840	1845	
556	Cox, B. E.	25	27	1827	1834	1841	1846	
512	Collins	23	28	1827	1834	1842	1847	Riley
561	Bowers	29	29	1827	1834	1843	1848	
545	Tutton	28	30	1832	1839	1844	1849	
544	Jones	26	31	1832	1839	1845	1850	
856	Fleming	30	32	1832	1839	1846	1851	
733	Hebaugh	24	33	1832	1839	1847	1852	

Air to Air Homing

Homing signals to be transmitted continuously for 1 1/2 hours commencing 20 minutes prior to arrival of main force. Frequency and call signs for air to air homing are as follows:

290 KC - Identification Letter 'N' 424 KC - Identification 'B'
 330 KC - Identification Letter 'A' 524 KC - Identification 'C'

Procedure used will be: Sending Identification letter three (3) times followed by two (2) twenty (20) second dashes. Example: dash dash
 20 sec 20 sec.

- I. TARGET - URBAN AREA TOKYO - SECONDARY & TERTIARY
- II. IMPORTANCE
 - A. Capitol & H.Q. ARMED FORCES & POPULATION - 8,000,000
 - B. Communications & Railroad Center of Japan
 - C. Some Figures: 95% all radio equipment, 75% all telephone equip. 90% all A/C cannon, 30% A/C engines, 10% all A/C 40% Autos & Motors, 30% Ball Bearings, 37% Refining capacity
 - D. Your Area Contains representatives of all above named industries.
 - E. Conclusion - Destroy your area BRIBING--General Conflagration DISASTER
- III. Vulnerability
 - A. Combination -- greatest of POPULATION, INDUSTRY, INFRASTRUCTURE - 31,000
 - B. 80% to 90% all Tokyo inflammable -- yours 40% wood. 2nd highest fire hazard, Honjo ward - 135,000 46% wood.
 - C. March - end secondary season - April fair, May, June & July poor. Location - Explain Charts.
 - A. Tokyo lies 25 mi. from mountains - 60 N.E. Fuji on coastal plain in center of Honshu. As you can see from this relief of Honshu
 - B. Your route carries you along the Chiba Peninsula to _____ & across on a heading of 304 to Iwaga Pt. at mouth Gofu River. You will be bombing at night & will probably see only L.W. cont. & fires.
 - C. From Iwaga Point 15 Miles--passing left of Chiba to center of Honjo Ward one mile east of Sumida River. - your target to right of arrowhead dock area. - just to right SURAMACHI Airfield.
 - D. Tokyo bounded on South & West by TAMA -- East & North by EDO Don't be confused by 25' extension to South - 10 x 10 (100sq.)
 - E. Honjo is West half of this area bounded by Sumida & Arakawa -1,500' Honjo is 2 x 3 & Delta is 4 x 6
 - F. ELEVATION 183 feet
 - G. Your Radar A.P. is main R.R. bridge crossing Sumida at bulge to West --- River here 400 ft. - 3 bridges below - 7 above
 - H. Your Visual A.P. is 1 mile east of bridge across SUMIDA
 - I. Remember all fires not ours
 - J. P.O.W. -- Several camps, some locations unknown - None known in target area.
- V. SENTRY DEFENSES
 - A. Flak and balloons covered by flak officer.
 - B. Many searchlights - wear red goggles.
 - C. No camouflage, dummies, or smoke screens other than our own
 - D. Give surface wind and velocity _____.
 - E. Experience recently over Empire most encouraging. Without trying to make you apprehensive it is still our duty to tell you that there are, according to 21 Feb. recon.
 1. 60 twin
 2. 300 single
 3. 80 airfields (13 combat fighter strips) others building
 4. _____ night fighters - _____
 5. Keep lights out - 73rd Wing jumped 200 miles at sea.
 - F. Radar - you will be picked up but we hope enemy's sets will be confused and saturated.
- VI. CAUTION
 - A. Japanese money, souvenirs, diaries.
 - B. Name, rank and Serial No. only
- VII. QUESTIONS
- VIII. OBSERVATIONS & Interro.
 - A. Damage
 - B. Ships in distress
 - C. Shipping in harbor

Lalo Point to:

A - 25°00'N 143°00'E

B - 27°15'N 140°53'E

C - 34° 50'N 140°00'E

D - 35°19'N 140°25'E

IP - 35°32'N 140°04½'E

TARGET MPI: 35°40' 54"N 139°48'32"E

RP - 35°50'N 139°53'E

E - 35°37'N 140°33'E

F - 25°00'N 143°00'E

TO BASE

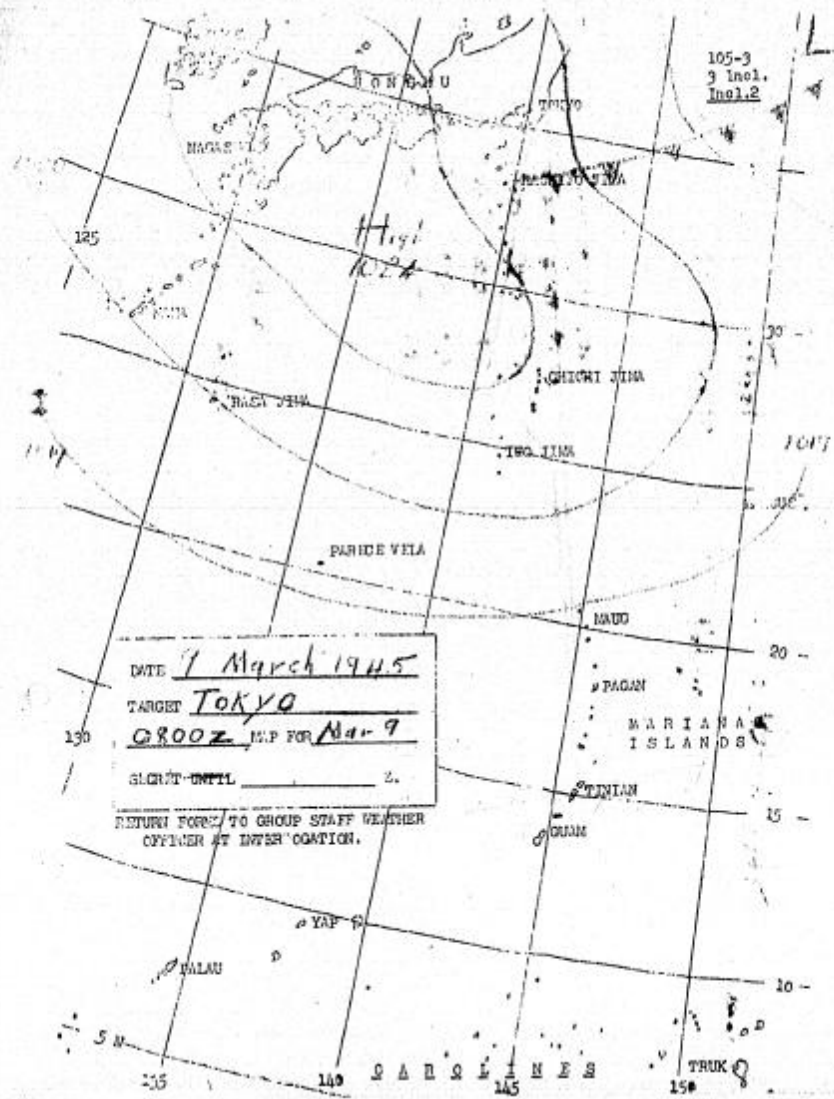
CLIMB POINT: 34°30'N 140°02'E

MAPS: Mercator Overlay. 3780, 3780, 389A, 389B

9TH BOMBARDMENT GROUP NAVIGATOR'S FLINSEY JDN/jhb Date: March 1945

From To	T.C.	Drift	GAS	Av. Press. Alt.	Av. Temp.	K TAS	Wind D/V	K G.S.	Dist. N.M.	Accumul. Dist.	Time	Accumul. Time
Lalo to A	042°		195	4500*					623	623	3:44	5:44
A to B	320°		195	4500*					177	800	1:06	4:50
B to Climb	354°		195	4500*					439	1239	2:38	7:28
Climb-Level	354°		195	5500*					15	1254	:05	7:33
Level to C	354°	-8	200	6400*	-7	188	285/30	176	10	1264	:02½	7:36½
C to D	35°	-8	220	6400*	-7	206	285/30	214	35½	1299½	:10	7:46½
D to IP	308°	-3	230	6400*	-7	215	285/30	187	21½	1321	:07	7:53½
IP to Target	304°	-3	230	6400*	-7	215	285/30	187	15½	1336½	:05	7:58½
Target to R.P.	25°	-8	230	6400*	-7	215	285/30	217	10	1346½	:03	8:01½
R.P. to E	112°	plus 1	230	6400*	-7	215	285/30	245	35½	1382	:09	8:10½
E to F	169°		182	6000*					646	2028	9:21	11:31½
F to Base	165°		182	6000*					613	2641	3:16	14:47½

105-3
9 Incl.
Incl. 2



DATE 7 March 1945
 TARGET TOKYO
 130 GROOZ H.P. FOR Mar 9
 SIGHT UNTIL _____ Z.

RETURN FORM TO GROUP STAFF WEATHER OFFICER AT DESTINATION.

S E C R E T

FREQUENCIES AND MISCELLANEOUS INFORMATION

LIAISON FREQUENCIES (AN/ART-13)

LOW: 500 KCS INTERNATIONAL DISTRESS (CW) GUARDED BY ALL STATIONS 15-18 MIN AND 45-48 MIN AFTER THE HOUR, GUARDED CONTINUOUSLY BY LIFEGUARD DURING STRIKE.

- | | |
|--|---|
| 1. <u>3410</u> (WING STATION CW) | 6. <u>8220</u> (AACS GND STA CW) |
| 2. <u>7310</u> (WING STATION CW) | 7. <u>11000</u> (73RD WG. GND STA CW) |
| 3. <u>11100</u> (WING STATION CW) | 8. <u>6500</u> (TOWER, VOICE) |
| 4. <u>4475</u> (PRIMARY DUMBO & LIFEGUARD RT & CW) | 9. <u>7000</u> (CW, DUMBO GUARDS BETWEEN 0700 & 1800K) |
| 5. <u>3755</u> (73RD WG. GND STA CW) | 10. <u>3755</u> (CW, DUMBO GUARDS BETWEEN 1800 & 0700K) |

WEATHER: TRANSMITTED ON THE HALF HOUR TO ALL AIRCRAFT ON THE STRIKE FREQUENCY. FORM USED: WORLD WEATHER CO; BASE MAY BE OBTAINED ON BASE HOMER FREQ (1195 KCS, IDENTIFICATION MM) AT 35 MIN PAST HOUR.

TIME TICKS: TRANSMITTED TO ALL AIRCRAFT ON THE STRIKE FREQUENCY, ONCE EACH HOUR STARTING WITH THE 56TH MINUTE.

D/F FACILITIES: QUJ'S FURNISHED BY G/S STRIKE FREQ IN EMERGENCY ONLY.

AIR RAID WARNING: (TRANSMITTED TO AIRCRAFT FROM GND STA)
 QQQ-1 AIR RAID ALERT; QQQ-2 AIR RAID IN PROGRESS; QQQ-3 ALL CLEAR.

D/F BEARINGS: D/F STATION WILL INSTRUCT YOU TO TRANSMIT QTV (TRANSMIT MO'S AND CALL SIGN) ONLY WHEN REQUESTING A QUJ.

BEARING EVALUATION:

- | | |
|---------------------------------|---|
| A-ACCURATE WITHIN 3 DEGREE ARC | P-WEAK SIGNAL UNDER NOISE. |
| B-ACCURATE WITHIN 6 DEGREE ARC | Q-SWAP WITH LITTLE OR NO CLAIM TO ACCURACY. |
| C-ACCURATE WITHIN 10 DEGREE ARC | |

VHF.

- CHANNEL "A" - "GARDEMA" TOWER (SAIPAN)
 CHANNEL "B" - BORDER TO BORDER AND "LOTUS" TOWER (TINIAR)
 CHANNEL "C" - LIFEGUARD AND DUMBO, AND "LOTUS" TOWER, AND "BLUE GRASS" TOWER (SAIPAN)
 CHANNEL "D" - MOTHER, CALL WORD: "DUMBO MOTHER", (USE "C" CHANNEL AS SECOND CHOICE.)

<u>SUPER DUMBO</u>	<u>DUMBO</u>	<u>LIFEGUARD</u>
4475 KC (RT&CW)	4475 KC (RT&CW)	4475 KC (RT & CW)
CHANNEL "C" VHF	7000 KC (RT & CW) 1800K	CHANNEL "C" VHF
500 KC	3755 KC (RT & CW) 1800K	500 KC
414 KC TRANS-MIT ONLY	CHANNEL "D" VHF	
	500 KC	

SURFACE RESCUE CRAFT

- 4475 KC (RT ONLY)
 7000 KC (CW) 0700-1800K
 3755 KC (CW) 1800-0700K
 CHANNEL "C" VHF
 500 KC

SUPER DUMBO HOMING:

2X SEC DASHES AND CALL SIGNS TRANSMITTED ON THE 3RD, 4TH AND 5TH MINUTE OF EACH 5-MINUTE PERIOD FOR 15 MIN FOLLOWING THE RECEPTION OF THE DISTRESS CALL. (414 KCS)