





S E C R E T

ANNEX

E

CONSOLIDATED STATISTICAL SUMMARY

Mission No. 29

10 February 1945

DECLASSIFIED

Authority NND 745 005

By md NARA Date 5/16/11

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 Authority AWD745005
 By MWD NARA Date 5/16/11

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XXI BOMBER COMMAND

CONSOLIDATED STATISTICAL SUMMARY OF COMBAT OPERATIONS

FORM 34

MISSION NO. 29

10 FEBRUARY 1945

Primary Target: Nakajima A/C Plant, Ota, Japan

Effectiveness Of Mission

Aircraft Airborne 118
 Percent Of Aircraft On Hand 58%
 Aircraft Bombing Primary 84
 Percent Of Aircraft Airborne 71%
 Aircraft Bombing All Targets 100
 Percent Of Aircraft Airborne 85%
 Bombs Dropped On All Targets 282 Tons
 Enemy Aircraft Destroyed 21

Cost Of Mission

Aircraft Lost 12
 Percent Of Aircraft Airborne 10%
 Aircraft Damaged 29
 Percent Of Aircraft Airborne 25%
 Crew Member Casualties 109
 Percent Of Total Participating 8%

Bombing Accuracy - Sufficient Strike Photos Not Obtained.

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33RD STATISTICAL CONTROL UNIT

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A I R C R A F T P A R T I C I P A T I N G

UNIT	A/C ON HAND	A/C SCHEDULED	A/C FAILING TO TAKE OFF	A/C AIRBORNE	TIME OF TAKE OFF			TIME OF RETURN			A/C BOMBING PRIMARY TARGET	A/C BOMBING SECONDARY TARGET	A/C BOMBING L.R. AND T.O.	A/C ON DIVER. MISSION	TOTAL A/C EFFECTIVE	TOTAL A/C NON-EFFECTIVE
					DATE	FIRST	LAST	DATE	FIRST	LAST						
497	38	14	1	13	9 Feb	2149 Z	2154 Z	10 Feb	1154 Z	1327 Z	9	-	2	13	-	
498	35	24	0	24	"	2106 Z	2119 Z	"	1231 Z	1350 Z	16	-	1	17	7	
499	32	24	1	23	"	2121 Z	2134 Z	"	1110 Z	1513 Z	12	-	6	18	5	
500	40	22	1	23	"	2135 Z	2147 Z	"	1132 Z	1537 Z	18	-	4	22	1	
73 WING	145	84	3	83	9 Feb	2106 Z	2154 Z	10 Feb	1110 Z	1350 Z	55	-	13	70	13	
504	23	14	-	14	9 Feb	2137 Z	2150 Z	10 Feb	1315 Z	1424 Z	11	-	-	11	3	
505	34	24	3	21	9 Feb	2126 Z	2135 Z	10 Feb	1306 Z	1345 Z	18	-	1	19	2	
313 WING	57	38	3	35	9 Feb	2126 Z	2150 Z	10 Feb	1306 Z	1424 Z	29	-	1	30	5	
21 BC	202	122	6	118	9 Feb	2106 Z	2154 Z	10 Feb	1110 Z	1424 Z	84	-	14	100	19	

^a Radar equipment improperly installed causing inverters to burn out.
^b Could not get more than 2300 REM on take off.

^c #4 engine change. Scheduled erroneously.
^d Includes 2 a pares.
^e 1 A/C bomb-bay doors would not close.
 1 A/C flat tire.
 1 A/C crashed on take-off.

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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
497	-	-	1 a	-	-	-	-	-	1 b	-	-	-
498	6 c	-	1 d	1 e	-	-	-	-	-	-	-	-
499	3 f	-	3 g	-	1 h	-	1 i	-	1 j	-	-	-
500	-	-	3 k	-	1 l	-	1 m	-	-	-	-	1 n
73 TG	9	-	8	1	2	-	2	-	2	1	-	1
504	3 p	-	-	-	-	-	-	-	-	-	-	-
505	2 r	-	-	-	-	-	-	-	1 s	-	-	-
313 WING	5	-	-	-	-	-	-	-	1	-	-	-
21 BC	14	-	8	1	2	-	2	-	3	1	-	1
a	CFC blister blew out after making landfall.											
b	Holes shot in #1 gas tank and in collector ring #2 engine lost about 500 gals. gas before tank sealed.											
c	1 A/C internal impeller failure. 1 A/C prop governor stuck at 1800 RPM 1 A/C excessive oil temperature #3 engine. 1 A/C internal failure of nose gear section #3 engine. 1 A/C cylinder blown											
d	1 A/C cylinder exhaust valve failure.											
e	#1 & 3 engines cylinder exhaust valve guide failure.											
f	Unjustified abort excessive gas consumption. 1 A/C bomb bay door malfunction. C top blister blew out. 3 #14 cylinder #3 engine blown. 1 A/C all windows frosted up at 29000 ft. 1 A/C #2 engine ran away. 1 A/C oil leak #1 engine.											
g	#4 engine made inoperative by enemy action after land fall.											
h	A/C badly shot up by fighters, cabin air valve damaged, bomb rack malfunction.											
i	All engine control cables shot away by fiak.											
j	Radio operator sick.											
k	Tail gunner passed out.											
l	Flight engineer incorrectly estimated fuel shortage.											
m	1 A/C fuel pump #4 engine malfunction.											
n	1 A/C intake pipe socket loose causing backfiring.											
o	1 A/C #4 engine running rough #1 prop stuck at 2225 RPM.											
p	Oil leak #2 engine, unjustified abort.											
q	A/C attacked by enemy fighters near Honshu coast enroute to target. Turned back when #3 engine began smoking.											
r	1 A/C right nacelle doors malfunction.											
s	1 A/C #3 governor overspeeding.											
t	1 A/C oil leak in #1 engine.											
u	1 A/C wire broke on fuel pump solenoid housing.											
v	1 A/C prop governor #4 engine stuck at 2600 RPM.											

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BOMBING RUN

UNIT	TARGET BOMBED		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: R & D Range	A/C Dropping on Lead A/C	A/C Bombing by Radar	A/C Dropping on Lead A/C	C-1	Manual
497	Nakajima A/C Plant, Ota Tateyama & Koga Aux. A/F's Hamamatsu	P TO P*	0619 Z 0545 Z 0433 Z	0619 Z 0605 Z -	27300 26280 30000	27800 29950 30050 27800	1 2 1 1 1 2 1 2 2 1 2 1 2 1	7 - 1 15 - 8 - - - - 14 - - -	- - - - - - - - - - - - -	1 - - 1 1 2 1 - 2 1 2 1 1 6	8 2 2 15 - 10 - 2 - 16 - -	
498	Nakajima A/C Plant, Ota	P	0605 Z	0611 Z	22000	28900	1	-	-	-	1	-
499	Nakajima A/C Plant, Ota Hachijo Jima	TO P	0457 Z 0610 Z	0612 Z -	27500 27000	29000	2	2	-	-	2	-
500	Nakajima A/C Plant, Ota Tateyama - Hoto A/F Iwo Jima Pagan	LR LR TO TO P TO TO TO	0537 Z 0533 Z 0505 Z 1515 Z 0613 Z 0533 Z 0653 Z 0110 Z	0545 Z 0600 Z - 0619 Z - 0712 Z -	29000 27000 15000 28300 27000 20000 5180	27000 29000 27000 29400 22200	1 2 2 1 2 1 2 1	- - - - - - - -	- - - - - - - -	- - - - - - - -	1 - - 1 1 2 1 2 1 6	8 2 2 15 - 10 - 2 - 16 - -
73 WC	Nakajima A/C Plant, Ota	P	0605 Z	0619 Z	27300	29400	6	5	-	-	44	6
504	Nakajima A/C Plant, Ota	P	0641 Z	0641 Z	27000	27300	1	-	-	-	10	1
505	Nakajima A/C Plant, Ota Unidentified Peninsular A/F	P TO	0630 Z 0610 Z	0632 Z -	26000 26000	28000	2 1	-	-	-	16	2 1
313 WING	Nakajima A/C Plant, Ota	P	0630 Z	0641 Z	26000	28000	3	-	-	-	26	3
21 BC	Nakajima A/C Plant, Ota	P	0605 Z	0641 Z	26000	29400	9	5	-	-	70	9

* Diversionary primary target.

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DISPOSITION OF BOMBS

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UNIT	TYPE & WEIGHT OF BOMB	FUZE SETTING		LOADED ON AIRBORNE AIRCRAFT		RELEASED ON TARGETS				JETTISONED		RETURNED		UNKNOWN		
		Nose	Tail	No.	Tons	PLANT, CB, JAPAN	No.	Tons	HAMMETSU **	Tons	No.	Tons	No.	Tons	No.	Tons
497	AN-M64 500 GP	.1	Non	99	24.7	77	19.2	-	-	18	4.5	4	1	-	-	-
	AN-M76 500 IB	Inst.	Delay	33	8.3	25	6.3	-	-	6	1.5	2	.5	-	-	-
	E-28 500 I Clu.	43.4*	None	34	5.7	-	-	4	-	-	2.5	10	1.7	-	-	-
	AN-M64 500 GP	.1	Non	240	60	156	39	-	-	10	-	74	18.5	-	-	-
498	AN-M76 500 IB	Inst.	Delay	72	18	45	11.2	-	-	3	.8	24	6	-	-	-
	AN-M64 500 GP	.1	"	207	51.8	108	27	-	-	54	13.5	45	11.3	-	-	-
	AN-M76 500 IB	Inst.	"	69	17.2	36	9	-	-	18	4.5	15	3.7	-	-	-
	AN-M64 500 GP	.1	"	230	57.5	177	44.3	-	-	40	10	3	.5	-	-	-
	AN-M76 500 IB	Inst.	"	46	11.5	34	8.5	-	-	8	2	2	-	-	-	-
73 W3	AN-M64 500 GP	.1	"	776	194	518	129.5	-	-	122	30.5	126	31.5	-	-	-
	AN-M76 500 IB	Inst.	"	220	55	140	35	-	-	35	8.8	43	10.7	-	-	-
	E-28 500 I Clu.	43.4	None	34	5.7	-	-	4	-	-	-	10	1.7	-	-	-
504	AN-M43 500 GP	.1	Non	112	28	88	22	-	-	-	-	24	6	-	-	-
	AN-M76 500 IB	Inst.	Delay	28	7	22	5.5	-	-	8	2	6	1.5	-	-	-
	AN-M43 500 GP	.1	"	168	42	142	35.5	-	-	2	.5	18	4.5	-	-	-
	AN-M76 500 IB	Inst.	"	42	10.5	36	9	-	-	8	2	4	1	-	-	-
313 WG	AN-M43 500 GP	.1	"	280	70	230	57.5	-	-	8	2	42	10.5	-	-	-
	AN-M76 500 IB	Inst.	"	70	17.5	58	14.5	-	-	2	.5	10	2.5	-	-	-
21 BC	AN-M64 500 GP	.1	"	776	194	518	129.5	-	-	122	30.5	126	31.5	-	-	-
	AN-M43 500 GP	.1	"	280	70	230	57.5	-	-	8	2	42	10.5	-	-	-
	AN-M76 500 IB	Inst.	"	290	72.5	198	49.5	-	-	37	9.3	53	13.2	-	-	-
	E28 500 I Clu.	43.4	None	34	5.7	-	-	4	-	-	-	10	1.7	-	-	-
				TOTAL				236.5		41.8		56.9				

** Diversionary Primary Target.

* Incendiary cluster set to open 5000' above ground.

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ACCURACY OF BOMBING ON PRIMARY TARGET

UNIT	BOMBS RE-LEASED ON TARGET		NUMBER OF HITS & DISTANCE FROM AIMING POINT										TOTAL OF HITS ON TARGET	PERCENTAGE OF BOMBS RELEASED			
	No.	Tons	0 - 500'		500 - 1000'		1000 - 2000'		2000 - 3000'		Total						
			No.	%	No.	%	No.	%	No.	%	No.	%					
497	102	25.5															
498	201	50.2															
499	144	36															
500	211	52.8															
73 WG	658	164.5															
504	110	27.5															
505	178	44.5															
313 WG	288	72															
21 BC	946	236.5															

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AIRCRAFT LOST AND DAMAGED - PERSONNEL CASUALTIES

UNIT	AIRCRAFT LOST										AIRCRAFT DAMAGED					PERSONNEL CASUALTIES					
	E/A Over Tar.	E/A	Ditched & Crashed			Miss- ing	Total	E/A	Flak	E/A & Flak	Acc. & Mech.	Own Guns	Other	Un- known	Total		Total Exposures	Killed	Miss- ing	Wounded & Injured	Total Casualties
			E/A	Acc. & Mech.	Other										Un- known	Major					
497	-	-	-	-	-	4	1	1	1	1	-	-	-	2	3	146	-	-	-	-	
498	-	-	-	2 a	-	-	-	1	-	-	-	-	-	-	2	269	-	22	-	-	
499	-	-	-	-	-	3	-	1	-	2	-	-	1	1	6	247	-	-	3	-	
500	-	1 b	-	-	-	1	-	-	-	-	-	-	-	-	1	254	-	11	-	-	
73 WING	-	1	-	-	-	8	2	1	1	2	-	-	1	3	12	916	-	33	3	36	
504	-	-	-	1 c	-	3	-	4	-	-	-	-	-	2	5	158	-	11	1	12	
505	-	-	-	5 e	-	6	1	-	-	-	-	-	-	-	7	234	11	49	1	61	
313 WING	-	-	-	6	-	9	1	4	-	-	-	-	-	2	12	392	11	60	2	73	
21 B.C.	-	1	3	-	-	17	3	5	1	2	-	-	1	5	24	1308	11	93	5	109	

a 1 A/C ditched approx. 30 miles from base due to lack of fuel. Reason unknown.
 1 A/C missing. Lost one engine and was low on fuel.
 b A/C ditched. Heavily attacked by fighters enroute to target. #3 engine began smoking badly and A/C turned out of formation. Last message received stated A/C was ditching.
 c Ditched. Reason Unknown.

d 1 A/C crashed on attempted take-off.
 2 A/C collided in mid-air.
 e 3 A/C ditched - reason unavailable.
 1 A/C fell from formation over target area.
 1 A/C last heard from 20 minutes from base.

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ENEMY OPPOSITION AND AMMUNITION EXPENDITURES

UNIT	NO. OF E/A ENCOUNTERED	ATTACKS BY E/A	ENEMY A/C DESTROYED & DAMAGED					AMMUNITION EXPENDITURES					
			TYPE OR MODEL	DES- TROYED	PROB. DESTR'D	DAMAGED	20 M.M.		.50 CALIBER		TOTAL		
							FIRE	ON LOST A/C	TOTAL	FIRE		ON LOST A/C	
497	35-40	59		4	2	7	55	-	27160	-	27160	-	27160
498	29	14		4	-	1	-	-	8730	12000	20730	-	20730
499	60	92		5	3	9	-	-	43912	-	43912	-	43912
500	15	31		1	1	3	-	-	12642	6000	18642	-	18642
73 WG	125	196		14	6	20	55	-	92444	18000	110444	-	110444
504	30-35	50		4	3	3	-	-	14250	9000	23250	-	23250
505	75	84		3	6	3	-	-	13068	72000	85068	-	85068
313 WG	105	134		7	9	6	-	-	27318	81000	108318	-	108318
21 BC		330		21	15	26	55	-	119762	99000	218762	-	218762
				7	2	8							
			Tojo	6	4	6							
			Tony	2	6	1							
			Zeke	1	0	0							
			Rex	1	0	1							
			Hamp	1	0	1							
			Geoff	2	1	1							
			Jack	0	2	1							
			Irving	0	0	3							
			Nick	1	0	3							
			T/E	0	0	2							
			Rufe	1	0	0							

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WEIGHT DATA

UNIT	A/C COMPLETING MISSION	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	11 **	75427	57704	9 - 500# GP 3 - 500# IB	6344	7387	44322	7038	133131
498	24	76000	58000	10 - 500# GP	6888	7388	44328	6784	134000
499	23	75330	58118	3 - 500# IB 9 - 500# GP	6344	7413	44478	7296	133448
500	23	76000	57500	3 - 500# IB 10 - 500# GP	6405	7400	44400	6695	133500
73 WC	81	75725	57847	9.6 - 500# GP 2.7 - 500# IB	6522	7398	44388	6937	133572
504	14	75050	58001	8 - 500# GP	5317	7425	44550	8134	133051
505	21	74500	57230	2 - 500# IB 8 - 500# GP	5317	7400	44400	7513	131730
313 WC	35	74720	57538	2 - 500# IB 8 - 500# GP	5317	7410	44460	7761	132258
21 B.C.	116 **	75422	57753	2 - 500# IB	6158	7402	44412	7186	133175

* Actual weight for AN-M64 or AN-M43 - 500 # GP equals 543.9
 ** 2 A/C on diversionary mission not included.

Actual weight for AN-M76 - 500# IB equals 483
 73 Wing carried AN-M64 - 500# GP; 313 Wing carried AN-M43 - 500# GP

A/C COMPLETING MISSION *	497 Gp	498 Gp	499 Gp	500 Gp	73 Wing
	10	14	13	18	55
<u>WEIGHT DATA</u>					
Avg Basic Wt of A/C					
Avg Fuel Loaded (Gals)	SEE	WEIGHT	DATA	SHEET	
Avg Bombs Loaded (lbs)					
Avg Gross Wt at Take-off					
<u>FLIGHT DATA</u>					
Avg Time at Low Altitude	6:17	6:25	6:28	6:23	6:24
Avg Time of Climb to Bombing Altitude	1:10	1:20	1:18	1:15	1:16
Avg Time at Bombing Altitude	1:00	1:10	1:26	1:10	1:12
Avg Flying Time	15:17	15:43	15:24	15:18	15:26
Avg Distance Flown (Nautical Air Miles)	3094	2947	3018	2965	2996
<u>FUEL CONSUMPTION</u>					
Consumed to Target:					
Average	4511	4619	4521	4590	4567
Maximum	4889	5000	4946	5200	5200
Minimum	4218	4330	4084	4157	4084
Consumed From Target To Base: (A/C Without Malfunction)					
Average	2338	2202	2248	2233	
Maximum	2549	2345	2483	2410	
Minimum	2100	2035	1902	2100	
Consumed From Target To Base: (A/C With Malfunction)					
Average	2332	None	2287	2275	
Maximum	2332	None	2287	2275	
Minimum	2332	None	2287	2275	
Total Fuel Used:					
Average	6849	6821	6771	6835	6819
Maximum	7119	7200	7220	7300	7300
Minimum	6510	6420	6072	6477	6072
Total Fuel Remaining:					
Average	538	558	641	565	576
Maximum	900	980	1353	923	1353
Minimum	281	200	120	100	100
Average Gals Fuel Consumed Per Hour					
	448.2	443.9	439.7	446.7	441.9
Average Gals Fuel Consumed Per Mile					
	2.21	2.31	2.24	2.31	2.26
<u>TOTAL FUEL CONSUMED AND LOST ON AIRBORNE AIRCRAFT</u>					
	80257	146278	142059	152651	521245

* A/C for which fuel data are available.

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A/C COMPLETING MISSION *	504 Gp 10	505 Gp 12	313 Wg 22	XXI B.C. 77
<u>WEIGHT DATA</u>				
Avg Basic Wt of A/C				
Avg Fuel Loaded (Gals)				
Avg Bombs Loaded (lbs)				
Avg Gross Wt at Take-off				
	SEE WEIGHT DATA SHEET			
<u>FLIGHT DATA</u>				
Avg Time at Low Altitude	6:02	6:18	6:11	6:20
Avg Time of Climb to Bombing Altitude	1:15	1:31	1:24	1:18
Avg Time at Bombing Altitude	1:55	1:10	1:30	1:17
Avg Flying Time down (Nautical Air Miles)	15:58	15:41	15:45	15:31
Avg Distance Flown (Nautical Air Miles)	2765	2782	2774	2933
<u>FUEL CONSUMPTION</u>				
Consumed to Target:				
Average	4756	4668	4708	4607
Maximum	4970	4981	4981	5200
Minimum	4540	4291	4291	4084
Consumed From Target To Base:				
(A/C Without Malfunction)	(8 A/C)	(11 A/C)	(19 A/C)	
Average	2181	2122	2147	
Maximum	2470	2415	2470	
Minimum	1851	1840	1840	
Consumed From Target To Base:				
(A/C With Malfunction)	(2 A/C)	(1 A/C)	(3 A/C)	
Average	2026	2134	2062	
Maximum	2246	2134	2246	
Minimum	1816	2134	1816	
Total Fuel Used:				
Average	6900	6790	6840	6825
Maximum	7223	6948	7223	7300
Minimum	6479	6375	6375	6072
Total Fuel Remaining:				
Average	525	610	571	575
Maximum	946	1025	1025	1353
Minimum	202	452	202	100
Average Gals Fuel Consumed Per Hour				
	432	433	434.3	439.8
Average Gals Fuel Consumed Per Mile				
	2.5	2.44	2.47	2.33
<u>TOTAL FUEL CONSUMED AND LOST ON AIRBORNE AIRCRAFT</u>				
	80225	136304	216529	737774

* A/C for which fuel data are available.

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ANNEX

F

BOMBER COMMAND FIELD ORDERS

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S E C R E T

FO 28 - Fraction #1

1. Information
 - A. Friendly
 - (1) Air
 - (a) CTF 93 will provide air defense of the operating bases.
 - (b) Dumbo Service: To follow.
 - (2) Naval
 - (a) Lifeguard Submarine: To follow.
 - (b) Destroyer: To follow.
 - B. Enemy
 - (1) Aircraft: Approximately 324 operational enemy fighters are known to be within 100 mile radius of Tokyo. Target 1544 is in this radius.
 - (2) Anti-Aircraft: There are approximately 12 heavy AA guns in the vicinity of the target. AA defense dispersed between targets 1544 and 1545.

2. Decision: The XXI Bomber Command will attack target designated in par 2 on "D" Day.

3. Instruction to units

A. 73rd wing objective

PRIMARY TARGET
90.13, 1544

TARGET LOCATION
36°18'N 139°23'E

AIMING POINT
Grid of AF 128133
on XXI Bom Com Litho
Mosaic No 90.13 - 1544

SECONDARY TARGET
Meeting house, P.
and U. Areas

TARGET LOCATION
Areas bounded by
coordinates
35°39'N 139°46'E
35°43'N 139°46'E
35°39'N 139°52'E
35°43'N 139°52'E

AIMING POINT
Center of city
35°41' 55"N
139°48'E

LAST RESORT: Any industrial city.

FORCE REQUIRED: 7 Squadrons

B. 313th wing objective

PRIMARY TARGET
90.13, 1544

TARGET LOCATION
36°18'N 139°23'E

AIMING POINT
Grid of AF 128133
on XXI Bom Com Litho
Mosaic No 90.13 - 1544

SECONDARY TARGET
Meeting house, P.
and U. areas

TARGET LOCATION
Areas bounded by
coordinates
35°39'N 139°46'E
35°43'N 139°46'E
35°39'N 139°52'E
35°43'N 139°52'E

AIMING POINT
Center of city
35°41'45" N
139°41'E

LAST RESORT: Any industrial city.

FORCE REQUIRED: 3 Squadrons.

C. Scheme of maneuver

- (1) Method of attack: By squadrons in column, attacking with a minimum time interval between combat squadrons. The primary target will be attacked by visual bombing methods if possible and the secondary target by radar bombing methods if necessary.
- (2) Axis and altitude of attack: 282°True at base altitude of 27,000 ft.
- (3) Time control: The first combat group of the 73rd Wing will leave the departure point at "D" Hour. The first combat group of the 313th wing will leave the departure point at approximately "D" Hour plus 30 minutes.

D. Routes - 73rd and 313th Wings:

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Base
 17°00'N 145°15'E (Departure point)
 27°45'N 143°15'E
 30°00'N 141°00'E
 34°40'N 140°00'E
 35°42'N 140°33'E
 36°09'N 140°19'E (IP)
 Target
 36°22'N 139°24'E
 36°10'N 141°00'E

Base

- E. (1) "D" Day and "D" Hour: To follow.
 (2) Bomb load
 (a) 73rd Wing: Minimum acceptable for all aircraft will be 6,000 lbs. This does not preclude, however, loading A/C above minimum consistent with safety, ability of the individual combat crew, and known characteristics of the individual A/C. each A/C: Mixed load consisting of 80% 500 gp bomb fused at 0.1 sec nose and non-delay tail fuse and 20% 500 lb M-76 incendiary fused instantaneous and non-delay tail fuse.
 (b) 313th Wing: Each A/C will carry a minimum of 5,000 lbs of same type of bomb load specified for 73rd Wing.
- (3) Intervalometer setting: Minimum (MPI or AP) correction for range error due to differential ballistic winds will be set into bomb-sight by the bomb wing.
4. Supply and Administration.
 A. Emergency landing fields.
 (1) Kohler Field, Saipan
 (2) West Field, Tinian
 (3) Navy Agana, Guam
 (4) Depot Field, Guam
5. Communications:
 A. SOP XXI Bomber Command will govern the use of radio aids to navigation and use of radio for reporting purposes.
 B. Operational Air-Ground Station:
 (1) 73rd Bombardment Wing call sign 00V530
 (2) 313th Bombardment Wing call sign 00V535

LEMAY
C.G.

OFFICIAL:

WILSON
D/OPNS

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CONSOLIDATED AMENDMENTS FOR FO #28

- Amendment 1: a. Add to par 3:
- A. 73rd Wing objectives.
 - (2) Diversionary force. The 73rd Wing will dispatch 6 A/C as a diversionary force using RCM. This force will proceed along route specified and attack the city center of Hananatsu.
 - C. (4) The diversionary force will leave the departure point at "D" Hour minus 45 minutes. Axis of attack as desired. Altitude of attack 28,000 feet.
 - D. Routes - Diversionary force.
 - Base
 - 17°00'N 145°15'E (Departure Point)
 - 27°45'N 143°15'E
 - 30°00'N 141°00'E
 - 34°30'N 138°10'E
 - IP as Desired
 - Target
 - 27°45' N 143°15'E
 - Base
 - X. (4) Diversionary force: The diversionary force will start dropping rope at the rate of 12 units per minute beginning at a point 100 miles from the enemy coast and continue until land fall is made. A minimum bomb load of 6000 lbs M-18 incendiary clusters.

- Amendment 2: a. Change par 3D to read:
- D. Routes - 73rd and 313th Wings:

<ul style="list-style-type: none"> Main force 73rd - 313th Base 17°00'N 145°15'E (DP) 25°00'N 142°30'E 27°15'N 140°53'E 30°00'N 140°53'E 34°40'N 140°00'E 35°42'N 140°33'E 36°00'N 140°19'E Target 36°28'N 139°24'E 36°10'N 141°00'E Base 	<ul style="list-style-type: none"> Diversionary force (73rd) Base 17°00'N 145°15'E (DP) 25°00'N 142°30'E 27°15'N 140°33'E 30°00'N 140°53'E 34°30'N 138°10'E IP as Desired Target 27°45'N 143°15'E Base
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- Amendment 3: a. Add to par 3C,
- (4) Providing the primary target cannot be attacked by visual methods a left turn will be made for attack on the secondary target. Route to secondary target: Primary target, 36°11'N 139°08'E, to 35°59'N 139°05'E (IP). Secondary target.

- b. Change par 3X(1) to read:
 - (1) "D" Day and "D" Hour: 0810K 10 February 1945

- Amendment 4: a. par 1A(1)(b) should read:
- (b) Dumbo Service: Two Superdumbo (voice call cyclone) will be on station 30°30'N 142°25'E. Another Dumbo will be at 23°00'N 144°15'E from 1000K to 1200K. Other Dumbo will be on ground alert at Base.

- b. par 1A(2) should read:
 - (2) Naval
 - (a) Lifeguard submarines: Lifeguard submarine will be on station at 30°30'N 142°25'E during entire mission. Lifeguard submarine with voice call "CHARACTER", on station at 20°00'N 144°45'E from 0845K to 2400K. Another destroyer will be on station at 20°00'N 144°45' from 2015K to 2400K.
- c. Add to par 4: B. This is XXI BomCom mission #29.

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72 Commanding Officer, 9th Bomb Group (VH)
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