

JUNE 1945 MISSIONS

XXIst Bomber Command issued field orders for 36 missions.

There were 12 mining missions and that responsibility went to the 505TH BG for the month, keeping the strangle hold in place.

The 9TH BG returned to conventional bombing and flew 10 missions of the 36, happily suffering no losses of planes nor personnel.

There were three missions which incorporated all wings--58th, 73d, 313th, 314th (minus 315TH it seems).

**Solo wing missions were: 505TH--the 12 mining missions 58th--9
314th--10 Even the 315th flew 2, to oil production facilities.**

The largest combined effort was against KOBE on 5 June...MISSION 188

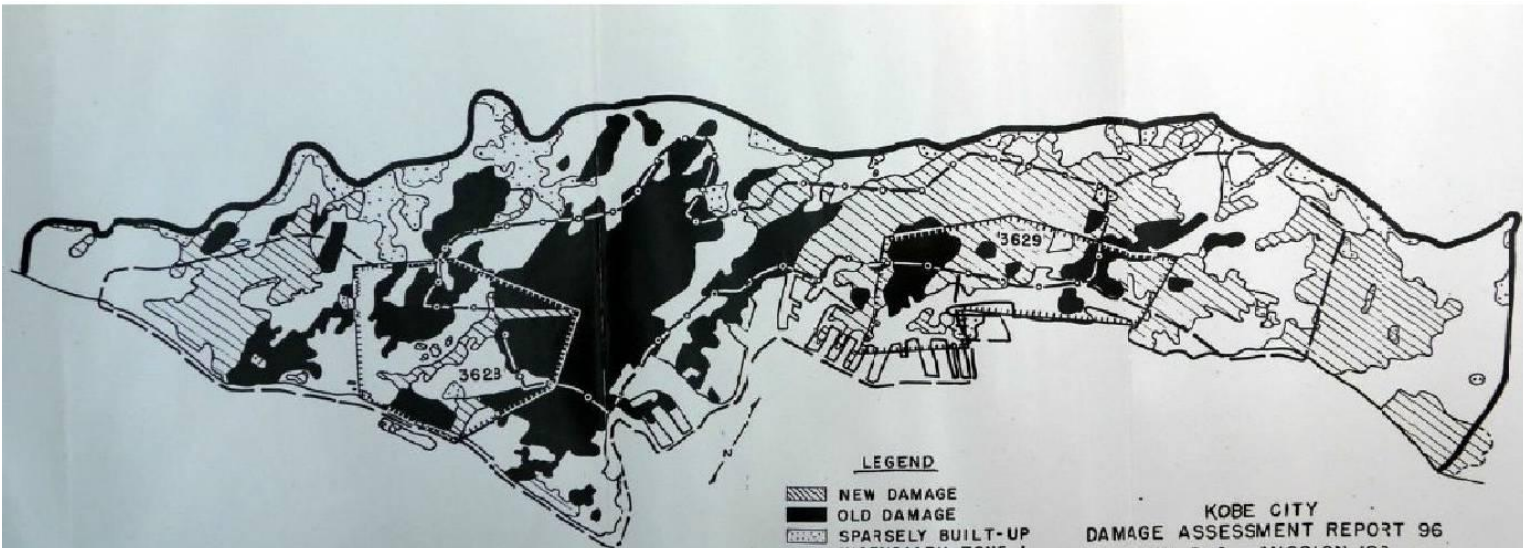
530 B-29s were airborne....

11 would be lost







PART II - MEAN POINTS of IMPACT

Mission No 188





LEGEND

-  NEW DAMAGE
 -  OLD DAMAGE
 -  SPARSELY BUILT-UP
 -  INCENDIARY ZONE 1
 -  INCENDIARY ZONE 2
 -  CITY BOUNDARIES
- 1/2 0 1
- SCALE - MILES

KOBE CITY
 DAMAGE ASSESSMENT REPORT 96
 XXI B. C. MISSION 183
 5 JUNE 45
 C.I.U. XXI BOM. COM.

CONFIDENTIAL

ENGL. 2

PART I - ENEMY AIR OPPOSITION*

1. Summary: Enemy fighters offered the stiffest opposition yet encountered in the Osaka-Nagoya area on this day mission to Kobe, with an estimated 150 interceptors making 647 attacks. Losses included 3 B-29's destroyed and 18 damaged by Japanese fighters alone and 3 more B-29's destroyed and 9 damaged due to a combination of Jap fighters and flak. Evaluated claims were 44 destroyed, 25 probably destroyed and 44 damaged. It is believed that the following factors contributed to the unusually effective attacks by the Jap fighters:

- a. The lack of P-51 escort due to bad operational weather.
- b. An increase in the number of Jap interceptors airborne in this area.
- c. The enemy's more efficient vectoring and use of fighters.
- d. The probable use of more experienced pilots than are usually stationed in this area.

2. Enemy Order of Battle: It is believed that in the earlier weeks of June 1945 the Japanese conceded the loss of the battle for Okinawa and converted many of the anti-U.S. Navy interceptors to anti-B-29 activities.

3. Weather over Japan: Good operational weather existed over Jap airfields in the Osaka-Nagoya area.

4. Early Warning: The Japanese early-warning system was apparently confused or else the vectoring system broke down, because only 6 attacks occurred prior to IF. However, as later B-29 formations made the bomb run they found enemy fighters waiting for them along the entire route, particularly over the target area.

5. Japanese Fighter Deployment:

a. The enemy fighters made interceptions with concentrations of planes, reflecting either a better organized control system and/or the possible employment of good pilots and planes that heretofore had been used in the Kyushu area. The attacks were sustained throughout the strike, which was contrary to past experience. Generally, the number of attacks diminished toward the rear formations.

b. Over the target there appeared a concentration of enemy fighters that awaited the B-29's. The interceptors were able to make an unusual number of attacks because of their large numbers and well-directed efforts.

c. Evidence pointed to an effort to attack individual B-29's after bombs away. Grippled B-29's in particular were singled out for attack and only "buddying" kept losses down. Most of the attacks occurred after bombs away.

6. Tactics:

a. An unusually large percentage of attacks occurred at the low nose and level nose, indicating that the Japanese probably believe the B-29 to be vulnerable to those types of attack. Gunners found it difficult to bring guns to bear on enemy aircraft coming in at low nose.

* This report is based on evaluated figures that were not available for inclusion in the Consolidated Statistical Summary.

Aircraft Landing At Iwo Jima:

58th Wing - 10 aircraft.
 73rd Wing - 7 aircraft.
 313th Wing - 9 aircraft.
 314th Wing - 17 aircraft.

SECRET

XXI BOMBER COMMAND

CONSOLIDATED STATISTICAL SUMMARY OF COMBAT OPERATIONS

FORM 34

MISSION NO. 183

5 June 1945

Kobe Urban Area

EFFECTIVENESS OF MISSION

Aircraft Airborne 530
 Percent Of Aircraft On Hand 85.3%
 Aircraft Bombing Primary Target 473
 Percent Of Bombing Aircraft Airborne 86.1%
 Bombs Dropped On Primary Target 3079 Tons
 Bombs Dropped On Other Targets 55 Tons

Bombing Results - Preliminary reports indicate 3.8 square miles of urban area destroyed.

COST OF MISSION

Aircraft Lost 11
 Percent Of Aircraft Airborne 2.0%
 Aircraft Damaged 196
 Percent Of Aircraft Airborne 35.3%
 Crew Member Casualties 103
 Percent Of Total Participating 1.7%

Aircraft Landing At Iwo Jima 43

58th Wing - 10 aircraft.
 73rd Wing - 7 aircraft.
 313th Wing - 9 aircraft.
 314th Wing - 17 aircraft.

SECRET

33RD STATISTICAL CONTROL UNIT

44-69965 462nd BG - MACR 14605 - Hull Crew

Manufactured by Boeing Aircraft, Wichita, Kansas. Delivered to the USAAF on 22 Mar 45. Sent to Topeka, Kansas via the Birmingham Modification Center AI, and assigned to the XXI Bomber Command, Twentieth Air Force, Pacific Theater of Operations, on 16 May 1945. ...assigned to the 770th Bombardment Squadron, 462nd Bombardment Group at the time of loss.

Pilot: Carl "Shorty" Hull, MIA
FE: Charley Blackburn, MIA
Tail Gunner: James Clemens, MIA
Radio: Thomas O. Drew, MIA
(*Original Crew Member of Jody Smith Dad's Crew*)
Co-Pilot: Cletus Moser, POW, Executed
Bombardier: Oliver Stewart, POW, Executed
Nav: Benton Van Horn, Jr., POW*, Executed.
V: Arthur Weinbauer, POW*, Executed.
Left Gunner: John Zinn, POW*, Executed.
CFC: David F. McNeley, POW*, Executed.
(*Neysa Picklum's Brother*)
Right Gunner: Hershell Barrett, POW*.

- * Van Horn, Weinbauer, Zinn, Barrett and McNeley, were captured after being found floating in their rafts.
- Those executed were identified from bodies.
- Hull, Drew, Blackburn and Clements were never found.

42-63451 "Black Jack Too," 444th BG, MACR 14606, Palmer Crew, 1 KIA. 10 POWs: 1 died in captivity, 9 executed.

Pilot: 1st Lt. Woodrow B. Palmer, POW (For Scotty McCall: friends are never forgotten.)
Co-Pilot: 2nd Lt. Owen P. Walles, POW
Bombardier: 1st Lt. Don A. Coulter, POW
Navigator: 2nd Lt. Robert F. Dailey, POW
Flight Engineer: M/Sgt. Henry T. Farish, POW
Radio Operator: M/Sgt. Williard M. Chapman, POW
V: Sgt. Eugene J. Prouty, POW
Gunner: S/Sgt. Cleveland T. Niles, POW
Gunner: Sgt. Peter T. Sabo, POW
Gunner: Sgt. Charles A. Heisle, POW
Sgt. Joseph W. Romanelli, KIA (Found in aircraft)

Two Japanese fighters made attacks shortly after #3 engine caught fire. The first fighter was destroyed and the second damaged. At approximately 2 to 3 miles from the coast and after travelling approximately 15 miles with fire burning furiously the right wing was seen to buckle at number 3 nacelle and break off. 451 rolled on its back and started into a vertical nose down spin.

10 crew members arrested and taken to Tokai Military Command. One seriously wounded and died on 6 June 45. The remaining 9 crew members were executed on 28 June 45 in the forests of Akatsu-cho Seto-city.

(Also executed with this crew were two POW crew members of **42-24894** from the 40th Bomb Group rammed on May 29, 1945:
Lt. Hurley Sgt. Robertsen)

44-69766 "City of Burbank" aka Old Soldier's Home, 330th BG, MACR 14602, Schilitz Crew. Attacked by Japanese fighters after bombing Kobe and crashed in Aodani Village, Tsuzuki County, Kyoto Prefecture.

Crew list:

A Rich, Kenneth W. F/O, KIA
O Boulay, Francis G. Sgt, KIA
K Chatham, Byron K., Jr. Pfc, KIA
R Collins, Woodrow W. Sgt, KIA
G Grunigen, David W. Cpl, KIA
P Scott, Robert C. 2d Lt, POW, died in captivity
K Davidson, James H. Cpl, POW, died in captivity
C Helm, Leonard W. F/O, POW, died in captivity
B Picciano, Anthony A. 2d Lt, POW, died in captivity
A Schilitz, Donald J. 1st Lt, POW, executed
N Reed, George C. S/Sgt, POW, executed

The 6 POWs were moved to Osaka Kempei Tai Headquarters.

- Four were later executed or died from the disease or injury: Picciano, Helm, Scott, and Davidson.
- Reed was executed at Shinodayama Military Parade Ground near Osaka on or about 20 July 1945.
- Schlitz was executed at Sanadayama Military Cemetery in Osaka on 15 August 1945, along with Capt. Jack K. Ort, 46th Fighter Squadron, 21st Fighter Group, 7th Air Force

44-70008 29th BG, MACR 14604, Franklin Crew. Shot down by AA fire while bombing Kobe and crashed in Yamada Village, Muko County, Hyogo Prefecture. 9 KIA, 2 POW.

Crew list:

2nd Lt. Paul H. Stuart - KIA
FO Frank A. Urso - KIA
S/Sgt. Henry F. Pleasants - KIA
Sgt. Lavone L. Nix - KIA
Sgt. Robert I. Ellis - KIA
1st Lt. Joseph W. Franklin - KIA
2nd Lt. Ralph J. Mosaro - KIA
2nd Lt. Stephen F. Wenczel - KIA
S/Sgt. Bryan McCown, Jr. KIA
S/Sgt. George C. Peare, POW, died of disease, injury or execution
S/Sgt. John R. Vincent, POW, executed.

The two POWs were moved to Osaka Kempei Tai Headquarters. Peare's exact cause of death is unknown, while Vincent was executed at Shinodayama Military Parade Ground near Osaka on or about 20 July 1945.

42-65336 462nd BG "Assid Test II," MACR 14394, McCarty Crew (Torvend crew?). After bombing Kobe, aircraft was damaged by AA fire around Kyoto, emitted fire, broke up over Iseda and crashed and crashed in Iseda-cho, Uji City, Kyoto Prefecture.

Crew list:

Maj. Eugene F. Torvend - KIA
FO James T. Kinsella, Jr., KIA
S/Sgt. Dillard R. Jackson, KIA
Capt. Bernard J. McGilian, KIA
T/Sgt. Clifford A. Walter, KIA

Cpl. Norman C. Andersen, KIA
Capt. William A. McCarty, POW, died in captivity
2nd Lt. Charles F. Schreck, POW, died in captivity
FO Robert F.T. Barrett, POW, died in captivity
Cpl. Ralph J. Bilsing, POW, died in captivity
2nd Lt. Daniel E. Davis, POW, died in captivity
Cpl. Clarence E. Scritchfield - POW, executed

The bodies of the 6 KIA were burned to ashes and buried in a dry riverbed of the Nagi River. After the war they were transferred to a public cemetery of Aza-Sako, Sayama Village, Kuze County. On 23 Nov 45 a 1st Lt. Gaimon visited the place and recovered the ashes.

Crew hat of Maj. Torvend and a receiver which were dropped around the point of the crash, had been kept by Mr. Koichi Hirose who lives in Kyoto City and returned to bereaved family.

The 6 POWs were moved to Osaka Kempei Tai Headquarters.

- 5 later died of disease, injury or execution.

- Cpl Scritchfield was executed at Shinodayama Military Parade Ground near Osaka on or about 20 July 1945.

42-24809 505th BG "Indian Maid," MACR 14603, Fishkin Crew. Shot down by AA fire in the beginning of the air raid over Kobe and crashed into the sea near Kobe Harbor. 5 KIA 6 POW

the 5 KIA were:
Capt. Edward Fishkin
FO Alfred V. Boulton
FO William H. Moore
2nd Lt. Gerald J. McIntosh
S/Sgt. John Drinpan

Four POWs were later either executed or died from disease or injury:

1st Lt. John Meehan
Sgt. Henry W. Sutherland, Jr.
Sgt. Osmond J. Hannigan
Sgt. Joseph G. Kanzler

Two were executed at Shinodayama Military Parade Ground near Osaka on or about 20 July 1945:

Sgt. James N. Fitzgerald
Sgt. Harvey B. Kennedy, Jr.

42-24742 498th BG - MACR 14858 - Rochat Crew 7 MIA 4 Survivors

1st. Lt. Robert A. Rochat - KIA
1st Lt. Alexander Budawei - KIA
S/Sgt. William D. Lower - KIA
T/Sgt. Donald Blackwell - KIA
S/Sgt. Charles W. Hayman - KIA
S/Gt. Billy Clemens - KIA
S/Sgt. Edward L. Macon - KIA

44-69665 468th BG, MACR 14390. Attacked by Japanese fighters after bombing Kobe and shot down in Shorenji, Nabari City, Mie Prefecture. 2 KIA, 9 POW/died:

- 6 were captured in Mie Prefecture and moved to Nagoya, then executed at Tokai Army Headquarters.
- 3 were moved to Osaka Kempei Tai Headquarters and later died of disease, injury or execution:

1st Lt. Roy M. Young
S/Sgt. Theodore F. Ladd
S/Sgt. Kenneth L. Kirtland

42-24703 468th BG "American Beauty" Crashed landing at Iwo Jima.

505TH BG INDIAN MAID/67TH SEABEES



444TH BG BLACK JACK TOO



462D BG ASSID TEST II



468TH BG AMERICAN BEAUTY

