III a (37) OMURA A/C FACTORY

107

TARGET NO. 1627 / 90.36 NAME Omura A/C Factory, Omura ZONE 12

CONTENTS

TARGET INFORMATION

J.T.G. Target Info Sheets

AC/AS

OTHER REPORTS Target work sheet Summary of Carrier A/C Attack data

MOSAIC

MISSION NUMBER	FIELD ORDER	MISSION RESUME	MISSION SUMMARY	REPORTS	BOMB PLOT	TYPE BOMB	BOMB TONNAGE	PRE-STRIKE	STRIKE	POST-STRIKE
46			✓	D/A 30					✓	✓
				S/A 6	56/333	?	?			

Target 849

For photography, see folder on Target 1627.

S E C R E T

MISSION SUMMARY

Mission Number 141

1. Date: 4 May 1945

2. Code Name: Vamoose #1

3. Target: Omura A/F 90.36 - 849

4. Participating Unit: 314th Bombardment Wing

5. Number A/C Airborne: 10

6. % A/C Bombing Primary: 100%

7. Time Over Primary: 040953K - 040956K

8. Altitude of Attack: 18,000 - 18,500

9. Weather Over Target: 0/10 - haze

10. Total A/C Lost: 0

11. Resume of Mission: Strike attack report showed bombing results were poor. Bomb pattern 1250 feet wide cut through revetment area to north of field and probably destroyed two aircraft and possibly a third. Airfield remained operative. Fifty-three E/E and 9 T/E visible. Enemy air opposition - 14 E/A sighted made 10 attacks. One enemy aircraft destroyed with none probably destroyed and damaged. A/A heavy, meager and 90% inaccurate. Five to 8 E/A made up to 8 inaccurate phosphorus bomb attacks. Four aircraft landed at Iwo Jima. Average bomb load: 8507 lbs. Average fuel reserve: 464 gallons.

S E C R E T

TARGET UNIT, INTELL. SEC.
XX BOMBER COMMAND

MARCH 1945

OMURA AREA

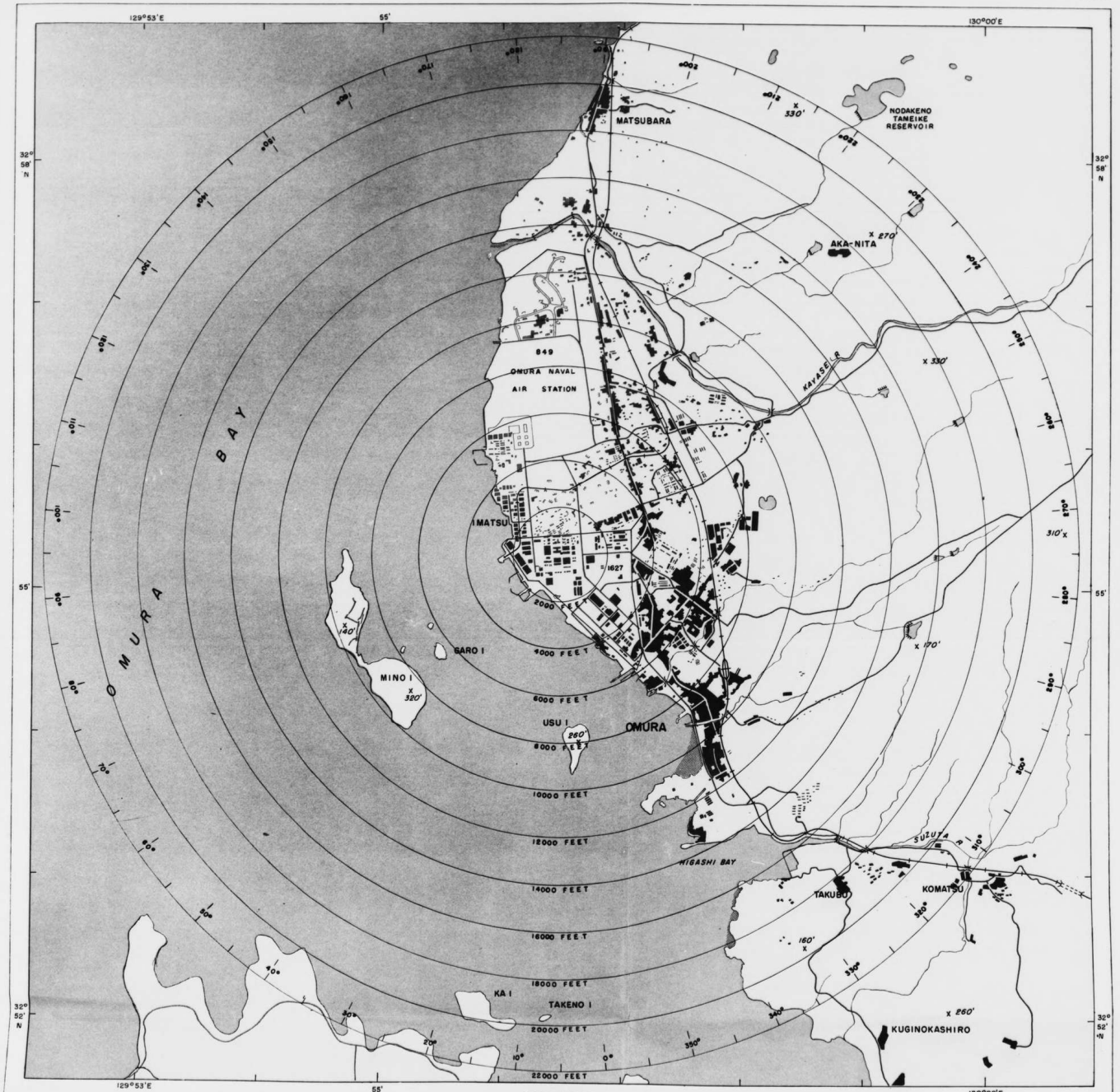
OMURA AIRCRAFT FACTORY

TARGET NO. 90.36-1627

SECOND EDITION

TARGET CHART NO. 23 A
RESTRICTED

SCALE 1:40,000



NO.	DESIGNATION	ELEV.
1627	OMURA AIRCRAFT FACTORY	60'
849	OMURA NAVAL AIR STATION	20'

COMPILED FROM: 444TH AND 468TH BOMB. GROUP PHOTOS NOV. AND DEC. 1944

SCALE IN FEET
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 THOUSAND FEET

STATUTE MILES
1/2 0 1 2

NAUTICAL MILES
1/2 0 1 2

COMPASS ROSE INDICATES MAGNETIC BEARING TOWARD THE TARGET.

MAGNETIC NORTH
TRUE NORTH

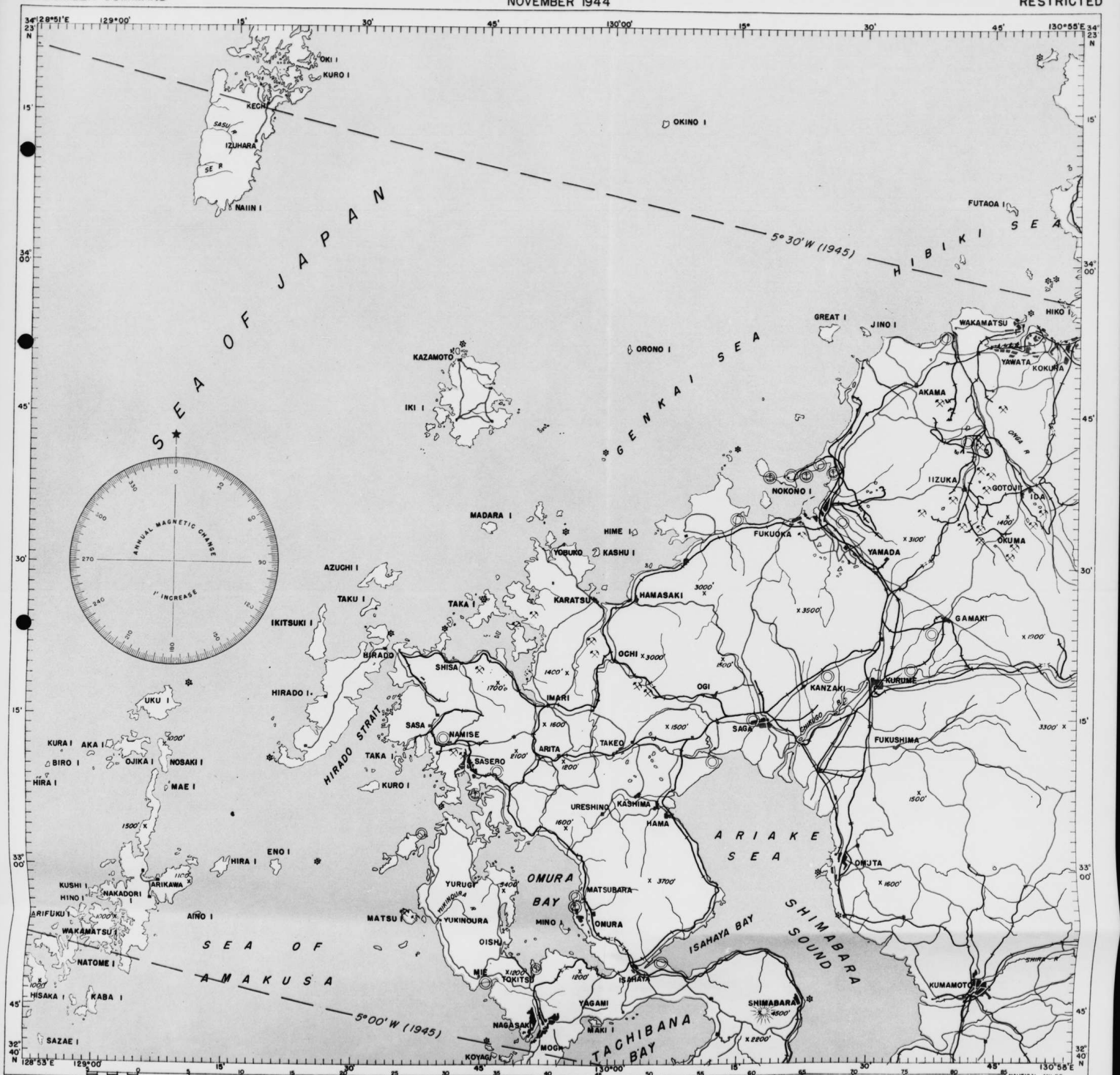
ANNUAL MAGNETIC CHANGE = 2' INCREASE
MV 5° (7' W (1945)

TARGET UNIT, INTELL. SEC.
XX BOMBER COMMAND

FUKUOKA AREA

NOVEMBER 1944

CHART NO. 39
RESTRICTED



REPRINTED BY 949TH ENGR AVN TOPO CO

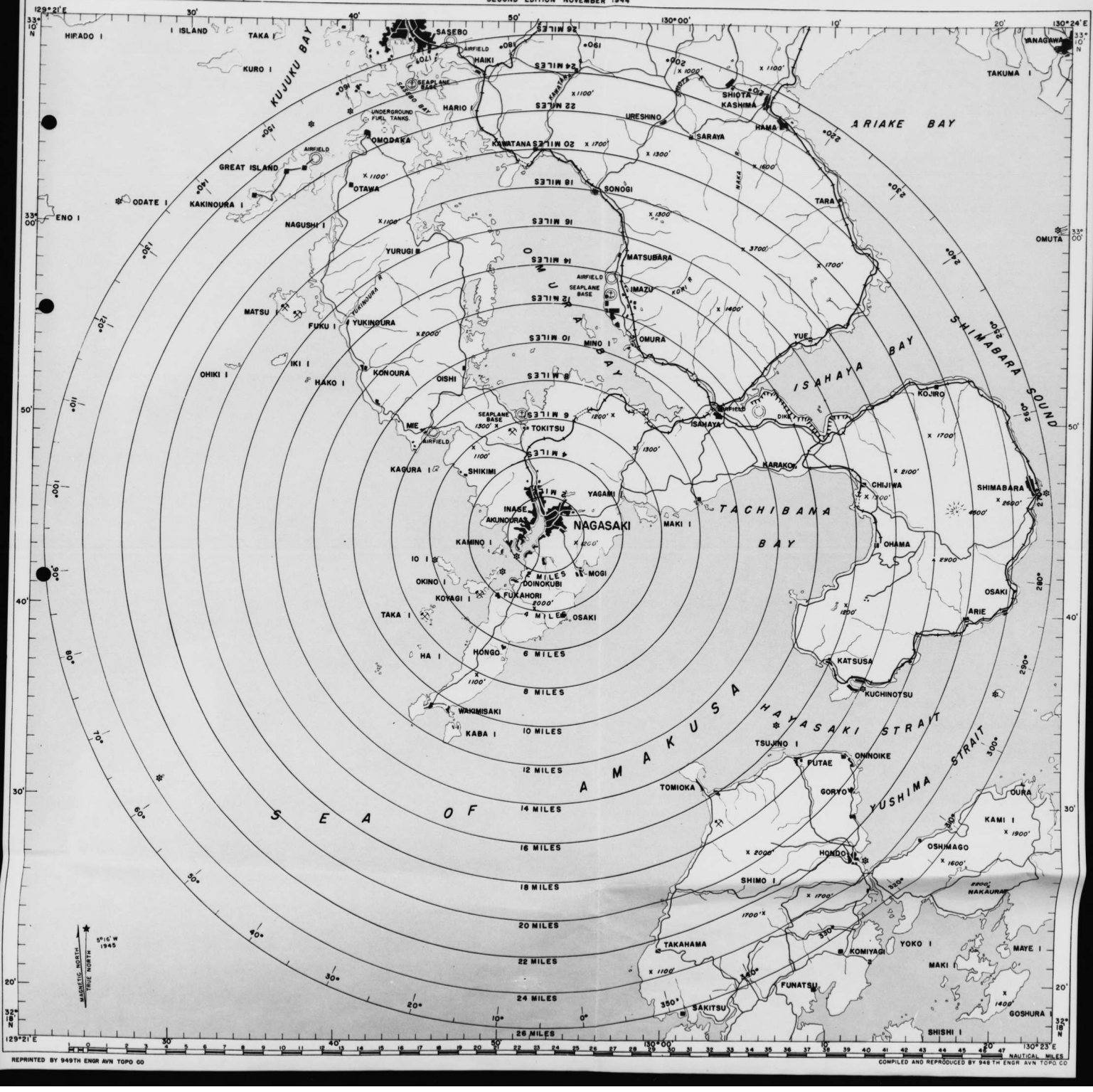
COMPILED AND REPRODUCED BY 948TH ENGR AVN TOPO CO

TARGET UNIT, INTELL. SEC.
XX BOMBER COMMAND

NAGASAKI AREA

URBAN, (32°44'N-129°52'30"E), ELEV. 20 FEET
ALL DISTANCES ARE IN NAUTICAL MILES
SECOND EDITION NOVEMBER 1944

TARGET CHART NO. 22
RESTRICTED



REPRINTED BY 949TH ENGR AVN TOPO CO

COMPILED AND REPRODUCED BY 948 TH ENGR AVN TOPO CO


OMURA AREA
TARGET NO. 90.36-1627
32°56'N - 129°56'E
MARCH 1945
A-2 SECTION
XXI BOMBER COMMAND
3D PHOTO RCN SQ PHOTOS
9 MARCH 1945
PREPARED BY 949TH ENGR AVN TOPO CO
129° 55'
129° 56'
129° 57'
32° 56'
32° 55'
N
MAG. DEC.
5° 07' W
ANNUAL
CHANGE
1' INC.
APPROX SCALE
1000 0 1000 2000 3000 4000 5000 6000
FEET

CONFIDENTIAL

C. I. U.
XXI BOMBER COMMAND
APO 234, c/o POSTMASTER

(Combined PI Sections: 3rd Photo Recon Sqdn and 35th Photo Tech Unit)

DAMAGE ASSESSMENT REPORT NO. 33

TARGET 849
OMURA NAVAL AIR STATION
32/56 N-- 129/56 E

11 April 1945

Mission No.: 3PR5M 131 Target Area: Sasebo

Date Flown: 8 April 1945 A/C Commander: G. J. Benedict, 1st Lt., AC

SUMMARY

This report assesses damage to Target 849 resulting from XXI B.C. Mission 50 of 31 March 1945.

Reconnaissance photography shows that approximately 98,000 sq.ft. of roof area (about 10.4% of the total roof area) has been damaged or destroyed. The damage was confined to the hangars and small buildings located in the S.W. corner of the field. (See reference)

STATISTICAL SUMMARY OF DAMAGE

1. Damage from current strike:	Square feet of roof	percent of original roof area
Destroyed	51,050	5.4
Structural	22,795	2.4
Superficial		
1. Gutted	24,100	2.6
2. Minor roof damage		
Total damage	97,945	10.4
2. Total damage to date:		
Destroyed	51,050	5.4
Structural	22,795	2.4
Superficial		
1. Gutted	55,220	5.9
2. Minor roof damage		
Total damage	129,145	13.7

Total original roof area: 936,750 sq. ft.

ITEMIZATION OF DAMAGE

Building Number (Ref)	Roof Area in sq. ft. (Ref a)	DAMAGE IN SQUARE FEET SUPERFICIAL					Percent of roof	Function of Bldg. comment
		Destroyed	Structural	Gutted	Minor	Total		
1	14;400		1;440			1;440	10	Hangar
2	15;000		3;000			3;000	20	Hangar
3	15;000		3;000			3;000	20	Hangar
5	34;125		8;530			8;530	25	Hangar
6	34;125		6;825			6;825	20	Hangar
Area 7	101,000	51,050		24,100		75,150	41	Administration, shops, radio station etc, 27 buildings, 15 of which are damaged.
TOTAL		51,050	22,795	24,100		97,945		

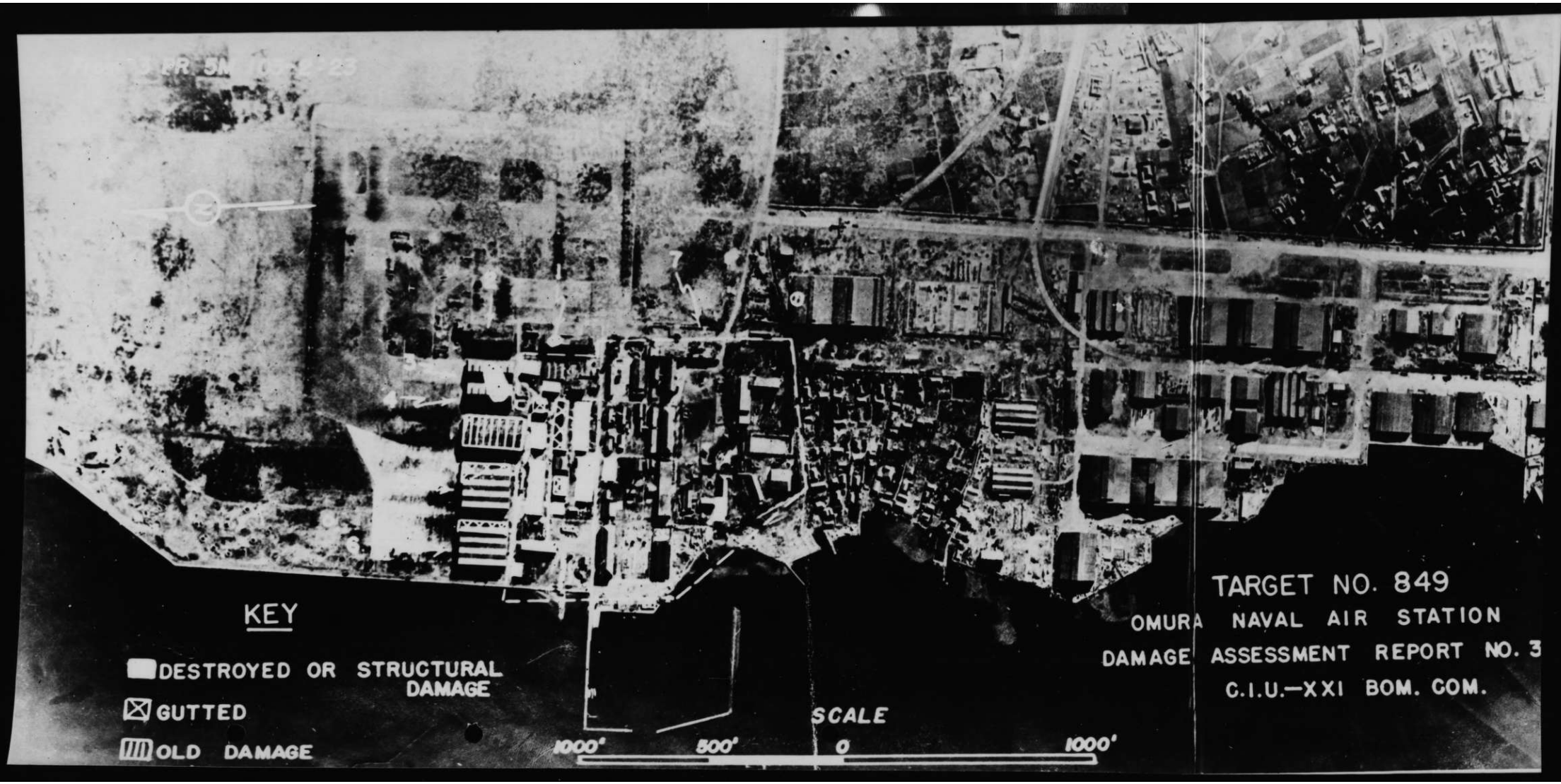
Reference: CIU Airdrome Report No. 44
Photography used:

Pre-strike: 3PR5M 103-3R: 33-38 and 3L: 34-39 and 2: 22-25
Post-strike: 3PR5M 131-2: 25-27

Inclosures: Enlargement from 3PR5M 103-2: 33, annotated
Print 3PR5131-2: 26 attached

Approved: Hamilton D. Darby
HAMILTON D. DARBY
MAJOR, AC

DISTRIBUTION: "B"


KEY
DESTROYED OR STRUCTURAL DAMAGE
GUTTED
OLD DAMAGE
SCALE
1000'
500'
0
1000'
TARGET NO. 849
OMURA NAVAL AIR STATION
DAMAGE ASSESSMENT REPORT NO. 3
C.I.U.—XXI BOM. COM.


CONFIDENTIAL 26
N
TARGET 849
OMURA Naval Air Station
Damage Assessment Report No 33
C.I.U - XXI Bom Com

CONFIDENTIAL

C. I. U.
XXI BOMBER COMMAND
APO 234, c/o POSTMASTER
SAN FRANCISCO, CALIFORNIA

(Combined PI Sections: 3rd Photo Recon Squadron and 35th Photo Tech Unit)

15 June 1945

DAMAGE ASSESSMENT REPORT NO. 93

90.36-849
OMURA NAVAL AIR STATION
(32/56 N--129/56 E)

Strike Mission:

XXI BC Mission 141, 4 May 1945
314th Wing

Reconnaissance Missions:

3PR5M 131, 8 April 1945
3PR5M 244, 28 May 1945

SUMMARY

This report assesses damage to Omura Naval Air Station, from XXI Bomber Command Mission 141 of 4 May 1945.

Damage to aircraft: 2 S/E damaged, 3 S/E destroyed, 4 S/E probably damaged.

Operative aircraft present before strike: (Field 90 percent covered) 163 S/E, 23 T/E.

Inoperative aircraft present before strike: Unknown.

Damage to field: The field is operative. A pattern of craters covers the NE corner and revetment and housing areas on the N and E sides of the field.

Damage to installations and facilities: Several houses N of the field are destroyed.

Repairs: Parts of badly damaged buildings S of the hangar have been torn down and some debris has been cleared away.

There is no evidence of bomb disposal.

Pre-strike photo coverage: 3PR5M 131
Post-strike photo coverage: 3PR5M 244

No prints attached

Approved E. W. Webster 1st Lt., AC
for HAMILTON D. DARBY
MAJOR, AC

DISTRIBUTION: "B"

CONFIDENTIAL

AF IPH-3

COVER USED	
MISSION	3PR/5M299
PRINTS	2V:10,11
DATE	25 June 1945
QUALITY	Poor - Fair
SCALE	1:12500 approx
DATE OF ATTACK	Status

AC/AS INTELLIGENCE
PHOTOGRAPHIC DIVISION
PHOTO-INTELLIGENCE SECTION

LIMITED DAMAGE INTERPRETATION

NO. 81

CONFIDENTIAL D/P

DATE	13 August 1945
INTERPRETER	A B Bleakley
SHEET NO.	1 OF 3
AREA NO.	90:36
TARGET NO.	1627 / 849

TARGET: OMURA A/C FACTORY & NAVAL AIR STATION

LOCATION: OMURA, KYUSHU

This Limited Damage Interpretation has been undertaken in accordance with the conditions as checked below:

- [X] *Photography is inadequate in scale*
- [ ] *Photography is indequate in quality*
- [ ] *Stereo coverage is lacking or incomplete*
- [ ] *Detailed interpretation is not required*
- [ ] *Damage is below 10% of built-up area*
- [ ] *Total damage is less than 50,000 sq. ft.*
- [ ] *Excessive time between attack and photography*
- [X] *Other factors as noted below*

BUILDING REF. NO.		AREA	VISIBLE DAMAGE STRUCT'L	VISIBLE DAMAGE SUPERF'L	DESCRIPTION OF DAMAGE
1-30		550.9	91.8		OMURA Naval Air Station, 90:36/849, unchanged from previous reports. Target cloud covered and a study cannot be made.
31		77.5		32.0	Roof damage to center of building
	a	5.8			Rest of roof possibly disturbed
32					Undamaged
33		41.0		20.5	South half of roof damaged
34		41.0		20.5	North half of roof damaged
35		41.0		7.6	Damaged prior to 10 Dec 1944
36		41.0		5.5	Damaged 27 March 1945
37		11.5	11.5		Damaged prior to 10 Dec 1944
38					Undamaged
39		21.0	21.0		7.0 damaged 27 March 1945; 14.0 prior to 10 Dec 44
40					Undamaged
41		44.0	44.0		Damaged 27 March 1945
42		48.5			Undamaged
43		48.5			"
44		32.0			"
45		114.5	114.5		Damaged prior to Dec 1944
46		17.0	17.0		" " " " "
47	b	47.5	12.0	35.5	" " " " "
	a				Undamaged
48					"
49					"
50					"
51					"
51A		3.2	3.2		Demolished
52		100.0	11.0		Damaged 27 March 1945
53		32.5	15.0	17.5	" " " "
54		38.5	38.5		29.0 damaged 27 March 1945
55		10.0	10.0		Damaged 27 March 1945
55A		4.0	4.0		" " " "
56					Undamaged
57		6.4	6.4		3.2 damaged 27 March 1945

TOTALS		
SITE	SITE AREA	
	BUILT-UP AREA	3891.2
	% OF SITE BUILT-UP	
DAMAGE	AREA OF DAMAGE	1928.4
	% OF BUILT-UP AREA	49.5

APPROVED BY:

LEE W. KILGORE
Major, Air Corps
Chief, Evaluation Branch
Photographic Division
Office of AC/AS, Intelligence

ALL AREAS ARE PLAN AREAS IN THOUSANDS OF SQUARE FEET

5-6122, AF

AF IPH-3A

AREA NO.	TARGET NO.	LIMITED DAMAGE INTERPRETATION NO. 81	CONFIDENTIAL	D/P
90:36	1627 849		SHEET NO. 2 OF 3	

58				Undamaged
59				Undamaged
60	14.0	2.2		East end destroyed
61	5.4	2.9		West end demolished
62-66				Undamaged
67	43.0	7.0		5.5 damaged 27 March 1945; 1.5 damaged prior to 10 Dec 1944
68	16.0	3.3		Damaged 27 March 1945
70A	4.7	4.7		Demolished
69,70,) 70B,71)				Undamaged
72	44.5	5.0	39.5	5.0 damaged 27 March 1945
73	14.0	14.0		Damaged 27 March 1945
74	32.5	32.5		Damaged prior to 10 Dec 1944
75	98.6	24.9	63.7	Totally damaged
76	26.1	26.1		Damaged 27 March 1945
77-82				Undamaged
83	4.7	4.7		Demolished
84 a	13.8		12.1	Damaged
b	53.0		26.4	14.0 damage 27 March 1945
85	12.6	12.6		4.0 damaged prior to 10 Dec 1944; 8.6 damaged 27 March 1945
85A	3.5	3.5		Damaged 27 March 1945
85B	2.3	2.3		" " " "
86	20.4	20.4		Damaged prior to 10 Dec 1944
87 79	9.5	9.5		On plot plan as #79
88	17.5	17.5		Damaged prior to 10 Dec 1944
89	10.8		10.8	" " " " " " "
90	113.0		113.0	40.3 damaged prior to 10 Dec 1944
91	56.3	56.3		" " " " " "
92	22.6	22.6		" " " " " "
93	52.2	52.2		" " " " " "
94	40.0		19.2	" " " " " "
95	19.8	5.6		" " " " " "
96-97				Undamaged
98	26.1	26.1		Damaged prior to 10 Dec 1944
99-100				Undamaged
101	148.0	148.0		Damaged prior to 10 Dec 1944
102-104				Undamaged
105	31.8	1.6		Roof damaged
106	10.8	10.8		Damaged prior to 10 Dec 1944
107				Undamaged
108	30.0		4.8	Damaged prior to 10 Dec 1944
109				Undamaged
110	48.0	48.0		Damaged prior to 10 Dec 1944
110A/F	21.2	10.4		" " " " " "
111A/V	73.0	67.5		" " " " " "
112	6.0	6.0		" " " " " "
113				Undamaged
114	5.8	5.8		Damaged prior to 10 Dec 1944
115	9.4	9.4		" " " " " "
116	14.5	14.5		" " " " " "
117-118				Undamaged
119	19.2	1.8		Damaged prior to 10 Dec 1944
120	5.7	5.7		" " " " " "
121-123				Undamaged
124	131.9	131.9		Damaged prior to 10 Dec 1944
124A	18.4			New building
125	150.0	30.0	71.2	5 structures totalling 48.8 are built under the exposed girder framework as first aii repair
126	106.0	8.1	2.8	Damaged prior to 10 Dec 1944

AF/PH-3A

AREA NO.	TARGET NO.	LIMITED DAMAGE INTERPRETATION NO. 81	CONFIDENTIAL	D/P
90:36	1627 849		SHEET NO. 3 OF 3	

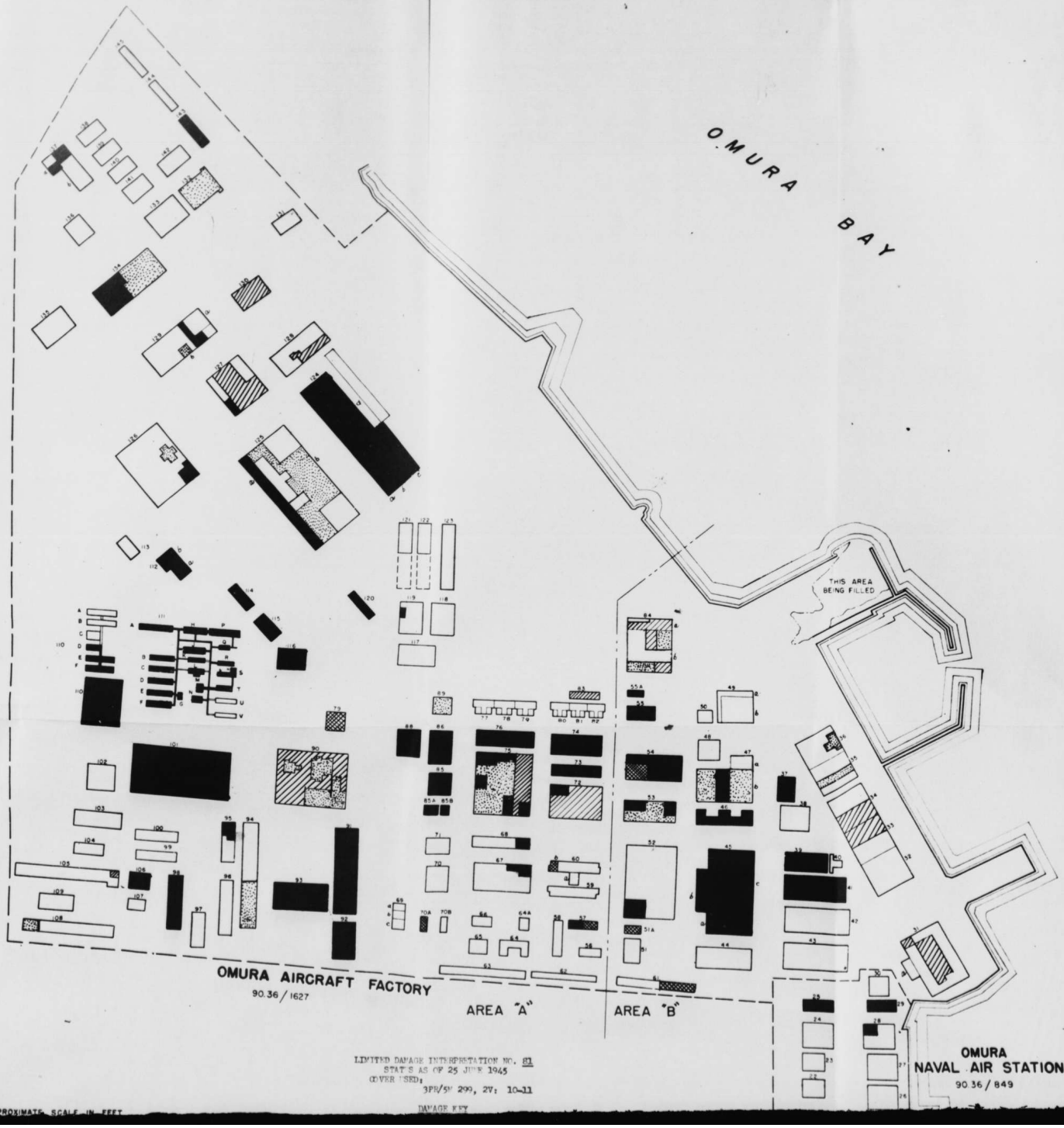
127	53.0	2.7	38.3	Roof damaged. Str. damage 27 March
128	27.7		8.4	Roof stripped
129	55.8	6.8	3.3	Damaged prior to 27 March 1945
130	14.5		14.5	Total damage
131				Undamaged
132	21.2		21.2	Damaged 27 March 1945
133				Undamaged
134	61.0	21.8	39.2	Structural damage prior to 10 Dec 1944; superficial 27 March 1945
135-136				Undamaged
137	22.4	8.0		Damaged prior to 10 Dec 1944
138-142				Undamaged
143	6.3	6.3		Damaged prior to 10 Dec 1944
144-145				Undamaged

Total Plan Area, All Buildings	3891.2
Total Area All Buildings Hit	3195.3
Structural Damage to Date	1300.9
Superficial damage to Date	627.5
TOTAL DAMAGE	1928.4
Prior Damage Unrepaired	1627.7
Net Damage <u>after</u> 27 March 1945 to coverage date, 10 June 1945	300.7

No photographic cover issued with this report.

5-6122a, AF

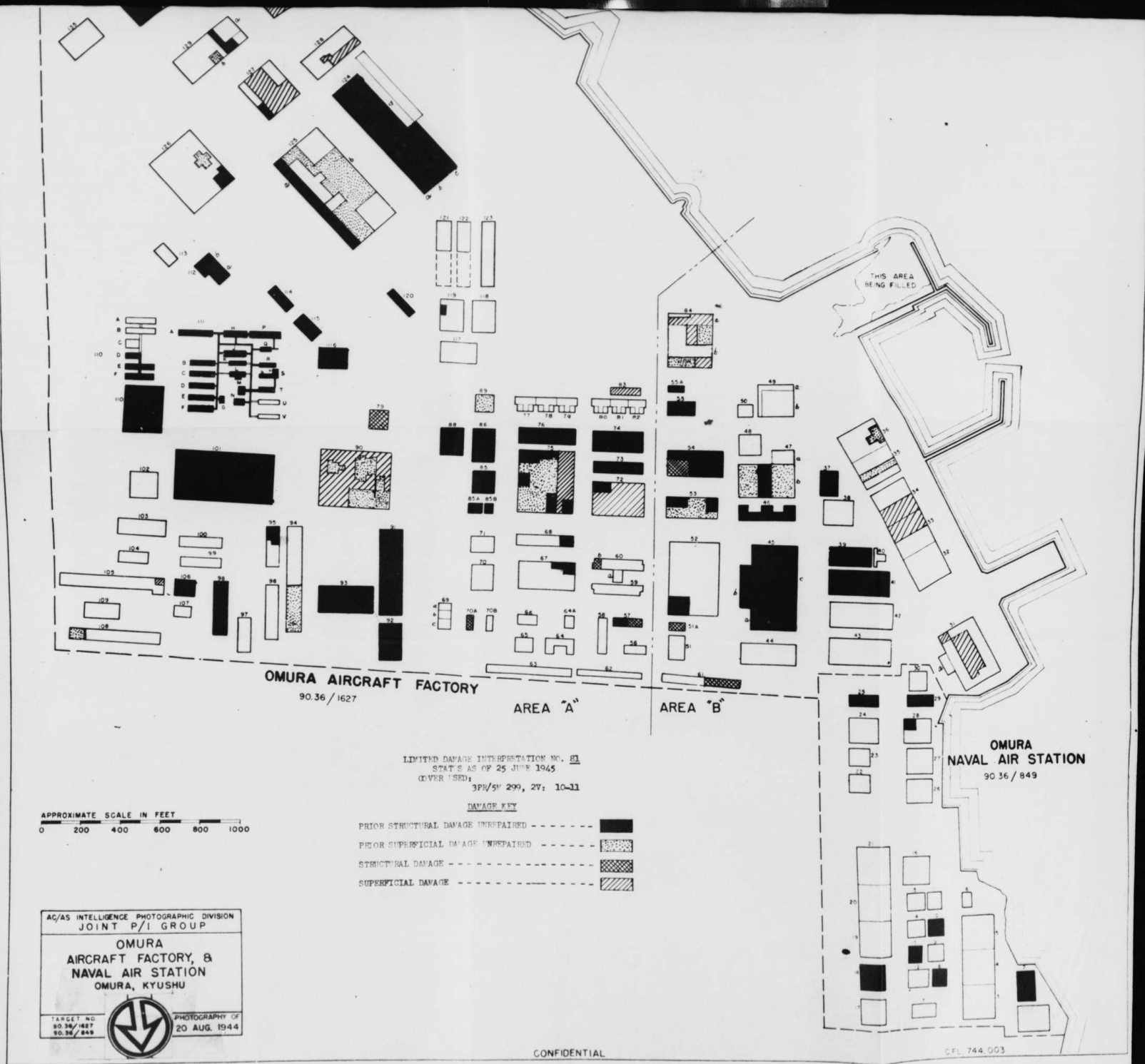
CONFIDENTIAL



LIMITED DAMAGE INTERPRETATION NO. 81
STATUS AS OF 25 JUNE 1945
COVERAGE: 3PR/5V 299, 2V; 10-11

APPROXIMATE SCALE IN FEET

DAMAGE KEY



LIMITED DAMAGE INTERPRETATION NO. 81
STATUS AS OF 25 JUNE 1945
COVER USED:
3PR/5PH 299, 2V: 10-11

DAMAGE KEY

PRIOR STRUCTURAL DAMAGE UNREPAIRED - - - - - - -
PRIOR SUPERFICIAL DAMAGE UNREPAIRED - - - - - -
STRUCTURAL DAMAGE - - - - - - - - - - - - - - -
SUPERFICIAL DAMAGE - - - - - - - - - - - - - - -

APPROXIMATE SCALE IN FEET
0 200 400 600 800 1000

AC/AS INTELLIGENCE PHOTOGRAPHIC DIVISION
JOINT P/I GROUP

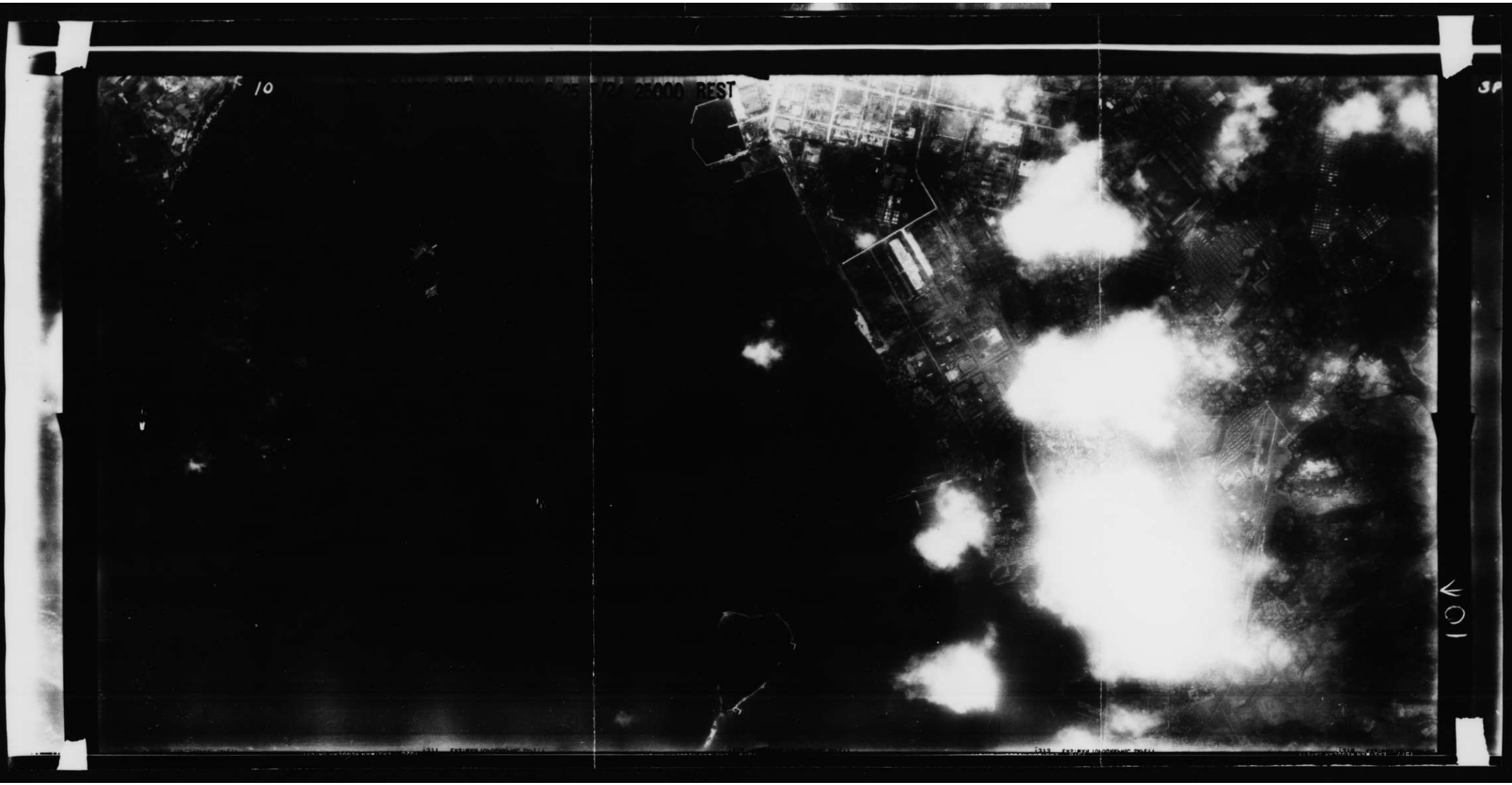
OMURA
AIRCRAFT FACTORY, &
NAVAL AIR STATION
OMURA, KYUSHU

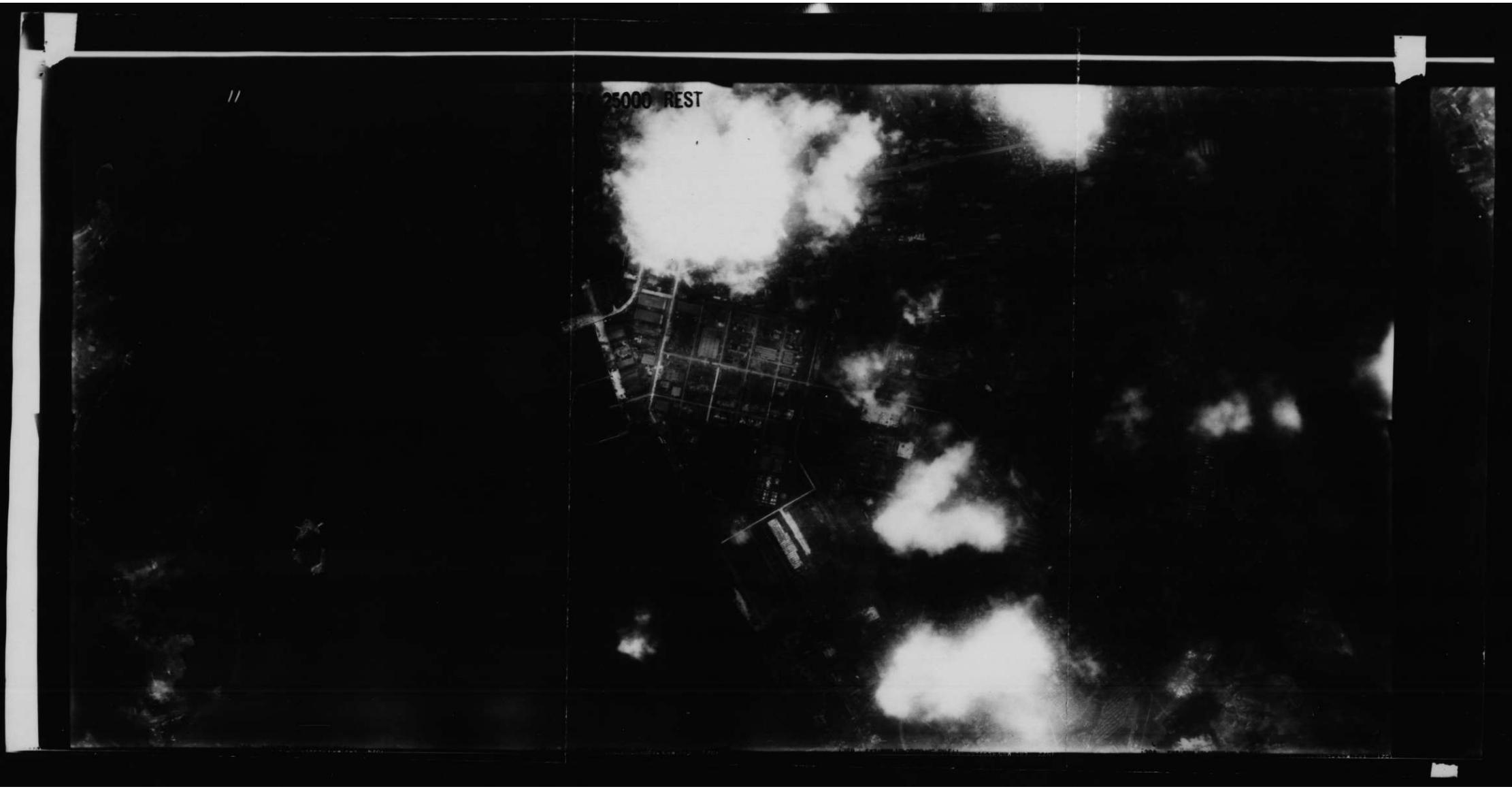
TARGET NO.
90.36/1627
90.36/849

PHOTOGRAPHY OF
20 AUG. 1944

CONFIDENTIAL

CFL 744.003


10
25000 REST
101


25000 REST

AF I PH-3

M.I.P.I.-5-6,750

COVER USED	
MISSION	3PR 5M 103
PRINTS	3L: 33, 34 and 35 2V: 22 and 23
DATE	28 March 45
QUALITY	Good
SCALE	
DATE OF ATTACK	27 March 45

AC/AS INTELLIGENCE
PHOTOGRAPHIC DIVISION
PHOTO-INTELLIGENCE SECTION

LIMITED DAMAGE INTERPRETATION

NO. 15

CONFIDENTIAL D/P

DATE 17 April 1945

INTERPRETER Hudson

SHEET NO. 1 OF 2

AREA NO. 90.36 / TARGET NO. 1627 849

TARGET: Omura A/C Factory and Naval Air Sta.

LOCATION: Omura, Kyushu

This Limited Damage Interpretation has been undertaken in accordance with the conditions as checked below:

- ☐ *Photography is inadequate in scale*
- ☐ *Photography is indequate in quality*
- ☐ *Stereo coverage is lacking or incomplete*
- ☐ *Detailed interpretation is not required*
- ☐ *Damage is below 10% of built-up area*
- ☐ *Total damage is less than 50,000 sq. ft.*
- ☐ *Excessive time between attack and photography*
- ☐ *Other factors as noted below*

BUILDING REF. NO.		AREA	VISIBLE DAMAGE STRUCT'L	VISIBLE DAMAGE SUPERF'L	DESCRIPTION OF DAMAGE
2		16.5	16.5		Note: Asterisk denotes prior damage not repaired
8		8.5	8.5		*
10		10.0	10.0		*
13		8.5	8.5		*
18		19.5	19.5		
25		12.0	12.0		
28		23.0	4.8		
29		12.0	12.0		
35		41.0		7.6	10.6 of original 18.0 has been repaired
36		41.0		5.5	
37		11.5	11.5		*
39		21.0	21.0		7.0 new damage; balance is not repaired
41		44.0	44.0		
45		114.5	114.5		*
46		17.0	17.0		*
47	b	47.5	12.0	35.5	*
52		100.0	11.0		
53		32.5	15.0	17.5	
54		38.5	29.0		
55		10.0	10.0		
55	A	4.0	4.0		
57		6.4	3.2		
67		43.0	7.0		5.5 new damage; balance is not repaired
68		16.0	3.3		
72		44.5	5.0		
73		14.0	14.0		
74		32.5	32.5		*
75		98.6	24.9	45.4	
76		26.1	26.1		
84	b	53.0		14.0	
85		12.6	12.6		4.0 new damage; 8.6 old damage
85	A	3.5	3.5		
85	B	2.3	2.3		
86		20.4	20.4		*
88		17.5	17.5		*
89		10.8		10.8	

TOTALS		
SITE	SITE AREA	
	BUILT-UP AREA	3,891.200
	% OF SITE BUILT-UP	
DAMAGE	AREA OF DAMAGE	1,674.500
	% OF BUILT-UP AREA	.43%

APPROVED BY:

ALL AREAS ARE PLAN AREAS IN THOUSANDS OF SQUARE FEET

5-6122, AF

AF IPH-3A

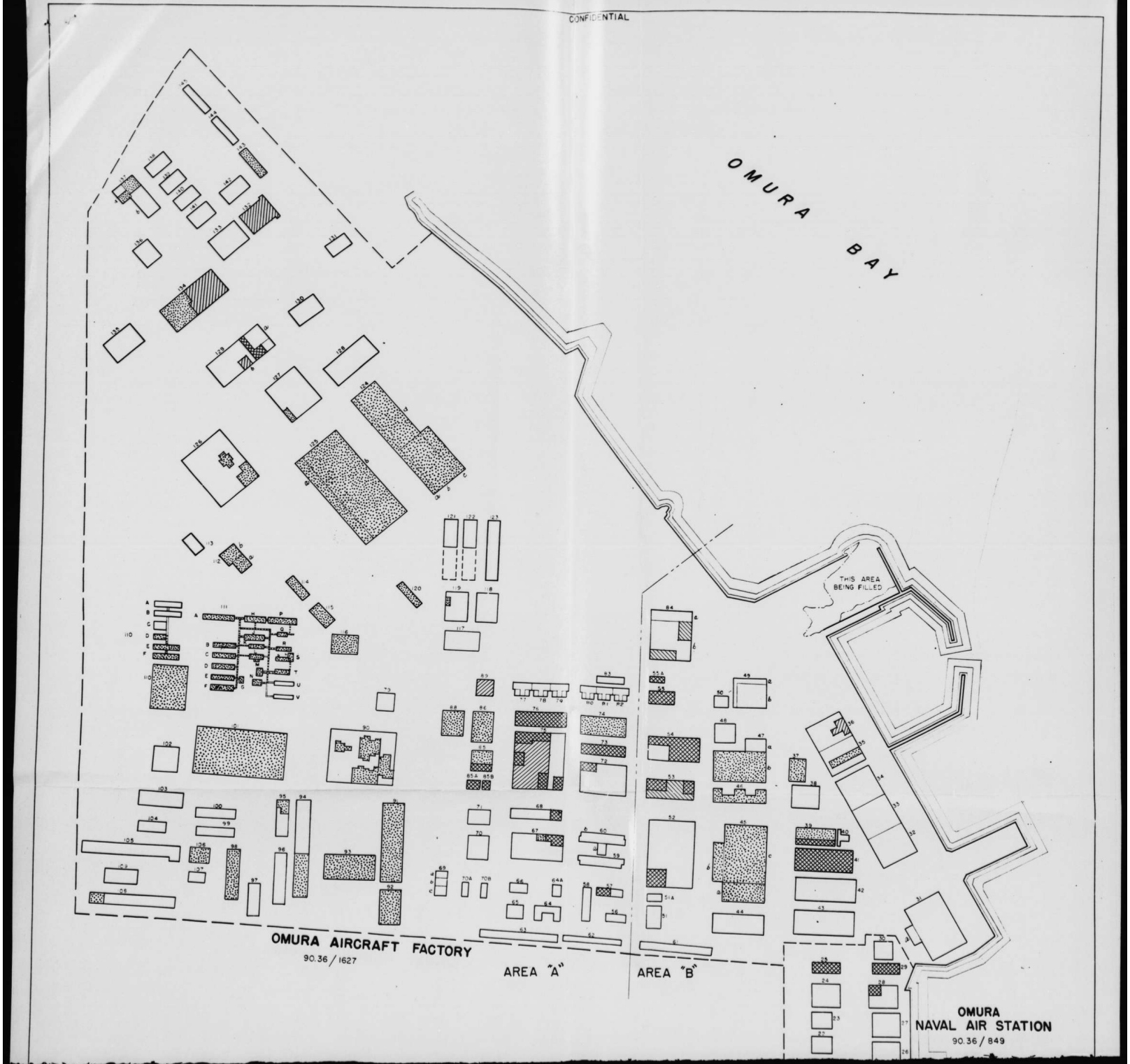
AREA NO.	TARGET NO.	LIMITED DAMAGE INTERPRETATION	CONFIDENTIAL	D/P
90.36	1627 849	NO. 15	SHEET NO. 2 OF 2	

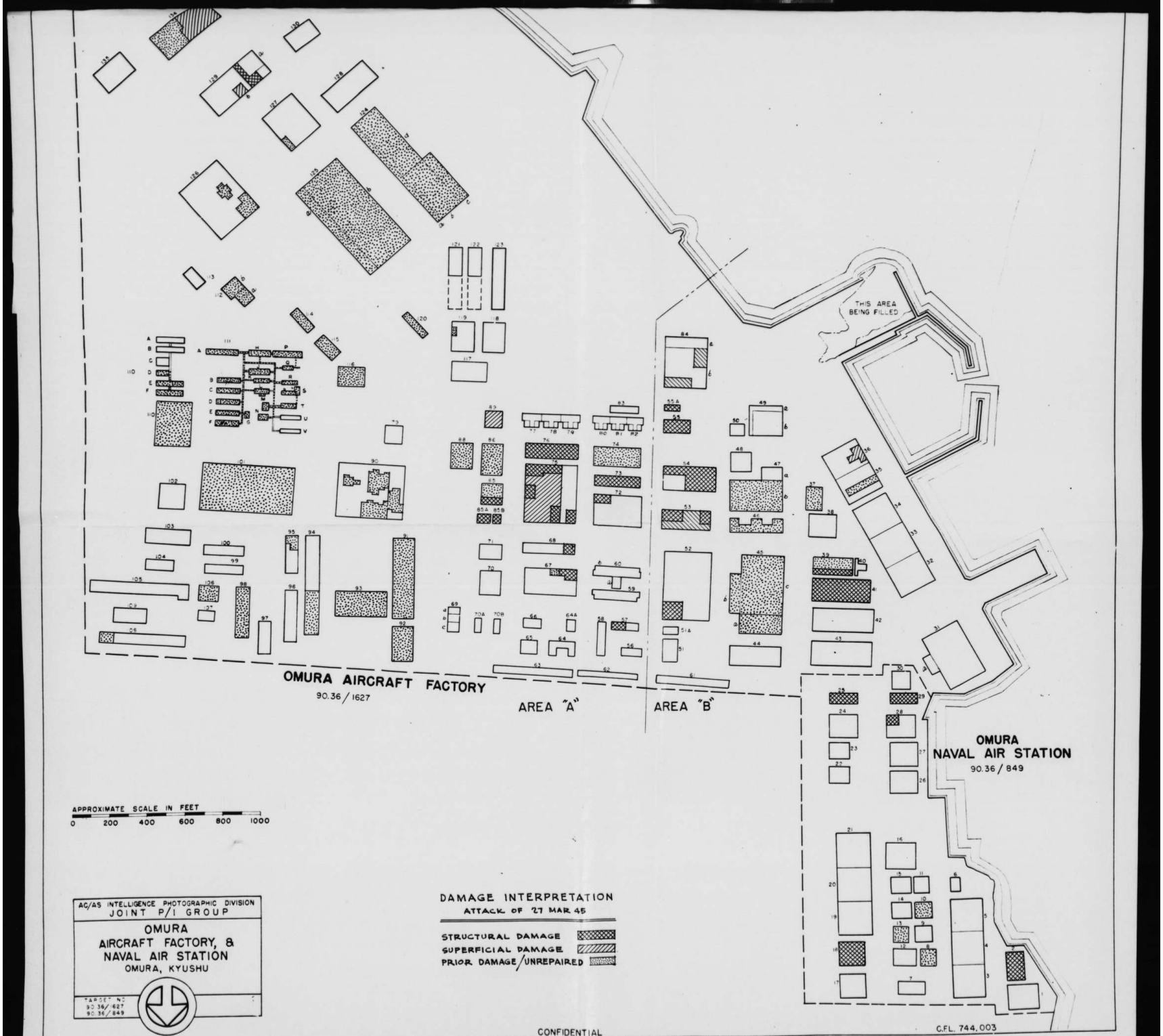
BUILDING Ref.	No.	Area	VISIBLE DAMAGE Struct'l	Superf'l	DESCRIPTION OF DAMAGE
90		113.0		40.3	*
91		56.3	56.3		*
92		22.6	22.6		*
93		52.2	52.2		*
94		40.0		19.2	*
95		19.8	5.6		*
98		26.1	26.1		*
101		148.0	148.0		*
106		10.8	10.8		*
108		30.0		4.8	*
110		48.0	48.0		*
110	A/F	21.2	10.4		*
111	A/V	73.0	67.5		*
112		6.0	6.0		*
114		5.8	5.8		*
115		9.4	9.4		*
116		14.5	14.5		*
119		19.2	1.8		*
120		5.7	5.7		*
124		131.9	131.9		*
125		180.0	30.0	150.0	*
126		106.0	8.1	2.8	*
127		53.0	2.7		*
129		55.8	6.8	3.3	
132		21.2	21.2		
134		61.0	61.0		39.2 new damage; 21.8 old damage
137		22.4	8.0		*
143		6.3	6.3		*

Total Plan Area, All Buildings	3,891.200
Total Area, All Buildings Hit	2,392.900
Structural Damage to Date	1,317.800
Superficial Damage to Date	356.700
Total Damage	1,674.500
Prior Damage, Unrepaired	1,225.600
Net Damage, This Raid	448.900

5-6122a, AF

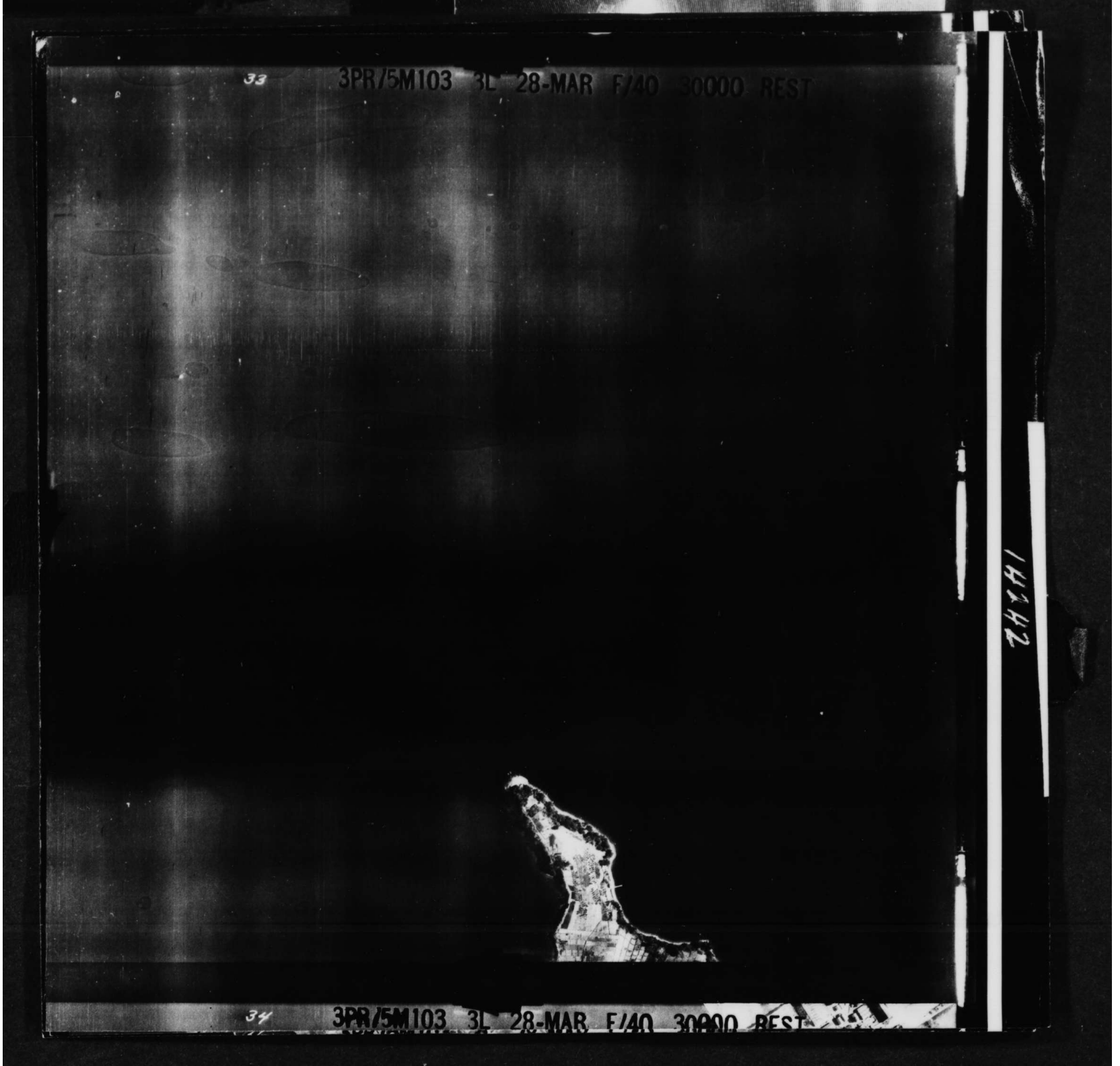
CONFIDENTIAL





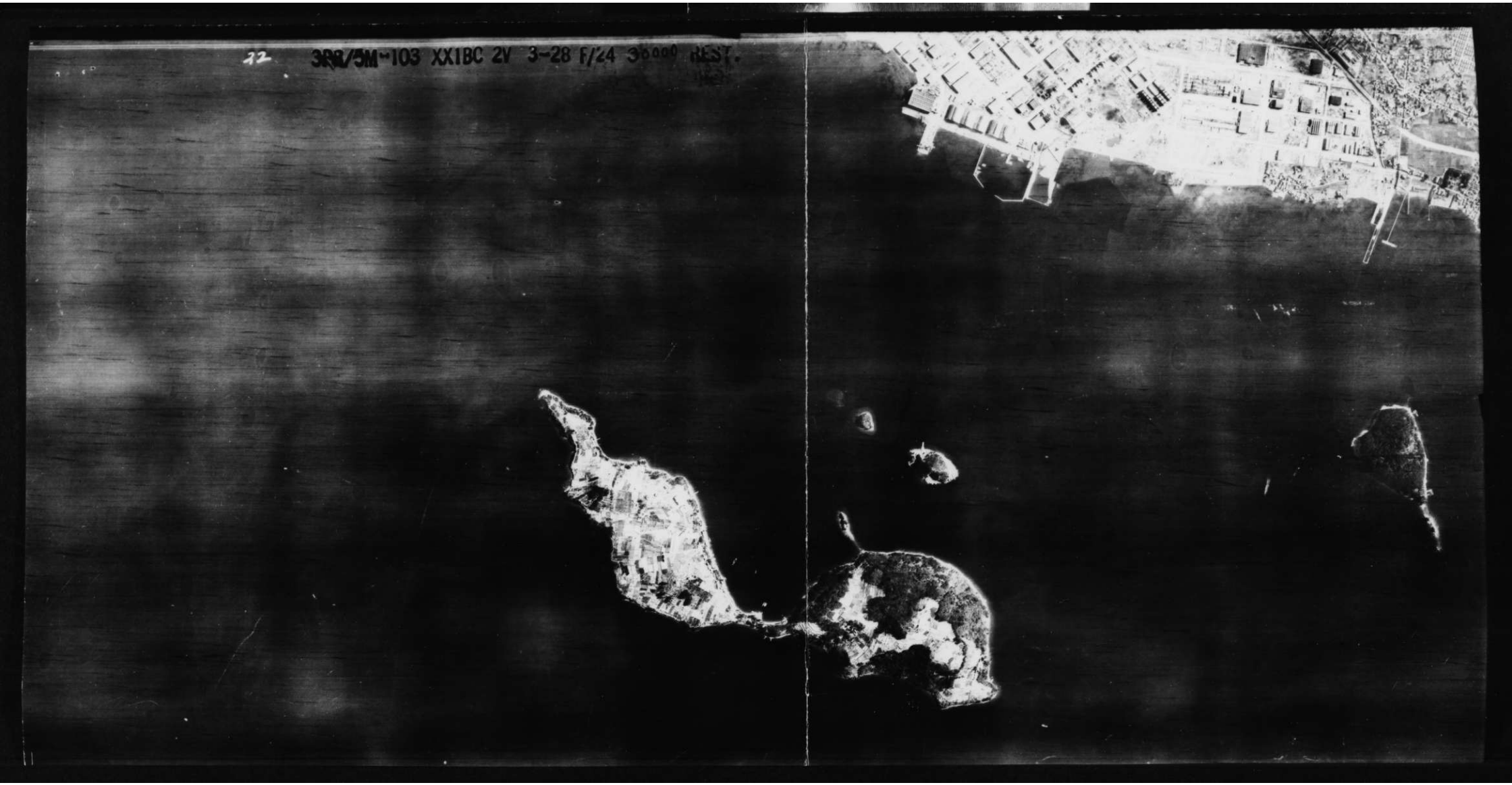
CONFIDENTIAL

C.F.L. 744.003


33
3PR/5M103 3L 28-MAR F/40 30000 REST
24442
34
3PR/5M103 3L 28-MAR F/40 30000 REST

34
REST
1442

03 BL 28
30000 REST


22 3RR/5M-103 XX1BC 2V 3-28 F/24 36000 REST.


23
V5M~103 XX1BC 2V 3-28 F/24 3 0010 REST.

CONFIDENTIAL

C. I. U.
XXI BOMBER COMMAND
APO 234, c/o POSTMASTER
SAN FRANCISCO, CALIFORNIA

(Combined Photo Interpretation Sections:
3rd Photo Reconnaissance Squadron
and
35th Photo Technical Unit)

31 March 1945

DAMAGE ASSESSMENT REPORT NO. 30

TARGET 1627

OMURA AIRCRAFT FACTORY
(32/55/00 N--129/56/00 E)

Mission No.: 3PR5M 103 Target Area: Sasebo (90.36)

Date Flown: 28 March 1945 Airplane Commander: Daniel H. Forbes, Capt., AC

Altitude: 34,000'

SUMMARY

This report assesses damage to Target 1627 resulting from XXI Bomber Command Mission 46 of 27 March 1945.

Total damage is about 257,000 square feet or 9.1 percent of the total original roof area of the plant.

New damage is concentrated in the center of the plant's hitherto undamaged portion: administration and plant maintenance, engine repair, original aircraft assembly sections (see reference a).

STATISTICAL SUMMARY OF DAMAGE

Degree of Damage	Sq. Ft. of Roof Area	Percent of Total Roof Area
Destroyed	69,650	2.5
Structural	48,335	1.7
Superficial (Gutted)	128,500	4.5
Superficial (Minor)	10,240	.4
TOTAL DAMAGE:	256,725	9.1

Total original roof area was about 2,800,000 square feet.

D/A Report No. 30, Cont'd.

*PART No. 1, Administration and Plant Maintenance:

Total roof area:	184,000 sq. ft.	Percent of roof area damaged
Previous damage:	1,500 sq. ft.	.8
New damage:	12,600 sq. ft.	6.9
Total damage:	14,100 sq. ft.	7.7

*PART No. 2, Engine Repair:

Total roof area exclusive of Test cells:	280,400 sq. ft:	Percent of roof area damaged
Old damage:	79,000 sq. ft.	28
New damage:	137,470 sq. ft.	49
Total damage:	216,470 sq. ft.	77

*PART No. 6, Original Aircraft Engine Plant:

Total roof area:	550,500 sq. ft.	Percent of roof area damaged
Old damage:	206,800 sq. ft.	37
New damage:	106,650 sq. ft.	20
Total damage:	313,450 sq. ft.	57

*NOTE: All references to total original plant area, Parts 1, 2, 3, building numbers and building functions are taken from Economic Damage Assessment Report No. 3, 9 January 1945, Joint Target Group, Washington, D. C.

ITEMIZATION OF DAMAGE: (See page 3)

ITEMIZATION OF DAMAGE

Part No.	Building No.	Roof Area	Destroyed	Structural	SUPERFICIAL Gutted	Minor	Total	Percent	Function of building
1	57	6,300	4,400				4,400	70	Unidentified
"	67	39,700		1,980	3,970		5,950	15	Warehouse
"	68	15,000		2,250			2,250	15	Administration
TOTAL:			4,400	4,235	3,970		12,600		
2	72	45,000		2,250			2,250	5	Machine shop
"	73	13,300			13,300		13,300	100	Unidentified
"	75	89,500		8,950	80,550		89,500	100	Shop
"	76	21,500	21,500				21,500	100	Engine packaging and shipping
"	81	Two direct hits on the roof - small holes							Engine test shed. Impossible to assess damage.
"	82	One direct hit on the roof - small hole							Engine test shed. Impossible to assess damage.
"	85	3,240	3,240				3,240	100	Remaining portion of a previously damaged shop.
"	85 A & B	4,900	4,900				4,900	100	Unidentified
"	87	2,780			2,780		2,780	100	Shop
TOTAL:			29,640	11,200	96,630		137,470		
6	51 A	2,340				2,340	2,340	100	Unidentified
"	52	79,000		3,950	7,900	7,900	19,750	15	Assembly
"	53	30,000		10,000	20,000		30,000	100	Machine shop
"	54	37,900	18,950	18,950			37,900	100	Shop
"	55	9,640	9,640				9,640	100	Unidentified
"	55 A	2,340	2,340				2,340	100	Unidentified
"	Unidentified	2,340	2,340				2,340	100	Unidentified
"	"	2,340	2,340				2,340	100	Unidentified
TOTAL:			35,610	32,900	27,900	10,240	106,650		

CONFIDENTIAL

D/A Report No. 30, Cont'd.

Reference photography:

Pre-strike: 3PR5M 75 - 2:42, 43; 3R:46, 47, 48
Post-strike: 3PR5M 103 - 2:22, 23; 3R:34, 35, 36

Print 3PR5M 75 - 3R:47 annotated and attached
Print 3PR5M 103 -3R:34 attached

Approved Jack M. Jones CAPT, AC
for HAMILTON D. DARBY
MAJOR, AC

DISTRIBUTION: "B"

34

RESTRICTED

DAMAGE ASSESSMENT REPORT NO.30
C.I.U.-XXI BOM. COM.


3PR 5 M 75 - 3R : 47
CONFIDENTIAL
N
KEY
DESTROYED OR STRUCTURAL DAMAGE
BOMB HITS
GUTTED
MINOR ROOF DAMAGE
NO. 1627
DAMAGE ASSESSMENT REPORT NO. 30
C.I.U. - XXI BOM. COM.

CONFIDENTIAL

NOT TO BE TAKEN INTO THE AIR ON COMBAT MISSIONS

TARGET: 90.36-1627

OBJECTIVE AREA: 90.36-SASEBO

TARGET INFORMATION SHEET

TARGET 90.36-1627

OMURA AIRCRAFT FACTORY

Latitude: 32° 55' N
Longitude: 129° 56' E
Elevation: 10 ft.

1. LOCATION AND IDENTIFICATION: The plant is located on the E coast of Omura Bay, just NW of the town of Omura and about 12 mi. NNE of Nagasaki. The plant compound extends along the coast and adjoins the Omura Naval Air Station on the SE. Mino Island is located about one mile to the W and the Kori River lies two miles to the N.

2. PLANT DESCRIPTION: The main plant compound is triangular in shape, each side measuring about one mile. Over this area, which contains approximately 17,000,000 sq. ft., are over 75 medium to large assembly and shop-type buildings. Total floor space of factory type buildings, storage and miscellaneous buildings is about 3,875,000 sq. ft., with approximately 3,298,000 sq. ft. of factory-type buildings and hangars alone.

The plant's facilities, including 36 engine test blocks, were apparently designed for large scale manufacturing and repair of aircraft and aero-engines. The plant, divided functionally into four main parts, consists of an aircraft assembly area to the NW, an aero-engine manufacturing unit in the center, a probable aluminum rolling, forging and casting works to the northeast and a new aircraft assembly plant to the southwest.

Most of the buildings are of modern industrial design - large, single story, with sawtooth roofs and walls of brick, concrete or steel.

3. IMPORTANCE: The Omura Aircraft Plant, first disclosed by reconnaissance in October, 1943, is a major airframe and aero-engine repair center and has a limited production of new aircraft. A large scale production of new engines is planned.

The plant is believed to be engaged in the fabrication of the older type float reconnaissance plane Pete and possibly the new SEB Grace. Output is estimated at 40 Petes and 10 to 15 Graces per month. Output of repaired engines may be as much as 500 per month.

6 September 1945.

TARGET SECTION, A-2
TWENTIETH AIR FORCE

S E C R E T

MISSION SUMMARY

Mission Number 46

1. Date: 27 March 1945

2. Code Name: Fearless #1

3. Target: Kyushu Area - Tachiari and Oita Airfields and Omura A/C Factory

4. Participating Units: 73rd and 314th Bombardment Wings

5. Number A/C Airborne: 161

6. % A/C Bombing Primary: 94% (151 primary, 0 Secondary, 3 Opportunity)

7. Time Over Primary:
   1. Tachiari - 271140K-271205K
   2. Oita - 271144K-271259K
   3. Omura - 271206K-271220K

8. Altitude of Attack:
   1. Tachiari - 14,500-18,000
   2. Oita - 15,300-18,300
   3. Omura - 15,000-16,000

9. Weather Over Target:
   1. Tachiari - 1/10-2/10
   2. Oita - 1/10-3/10
   3. Omura - 1/10-7/10

10. Total A/C Lost: 0

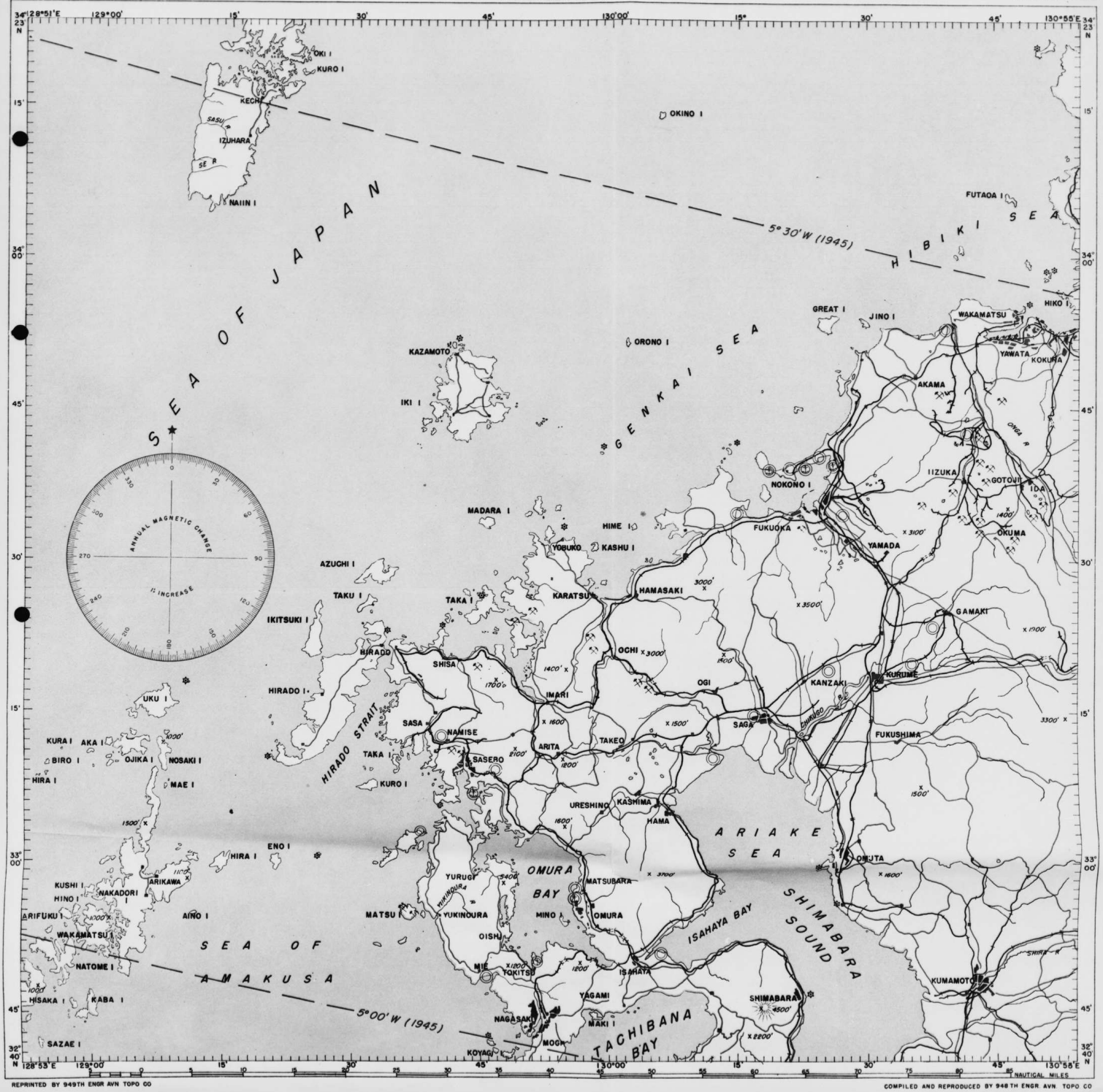
11. Resume of Mission: Tachiari airfield - 606,500 square feet destroyed or damaged; Omura A/C Factory (1627)-257,000 square feet destroyed or damaged; Oita Airfield - 112,175 square feet and 250,000 square feet residential area destroyed. 113 aircraft of the 73rd Wing attacked Tachiari and Oita Airfields. 39 aircraft of the 314th Wing attacked Omura A/C Factory. Seven aircraft were non-effective. Enemy air opposition - Tachiari Airfield weak - 21 attacks; Oita Airfield - none; Omura A/C Factory weak - 18 attacks. Enemy aircraft destroyed one, probably destroyed two and 4 damaged. AA: Tachiari - heavy, meager and ineffective; Oita - heavy, meager and inaccurate; Omura-heavy, meager to intense, inaccurate to accurate. Average bomb load 6,907 lbs. Average gas reserve 788 gallons.

S E C R E T

TARGET UNIT, INTELL. SEC.
XX BOMBER COMMAND

FUKUOKA AREA
NOVEMBER 1944

CHART NO. 39
RESTRICTED



NAUTICAL MILES

REPRINTED BY 949TH ENGR AVN TOPO CO

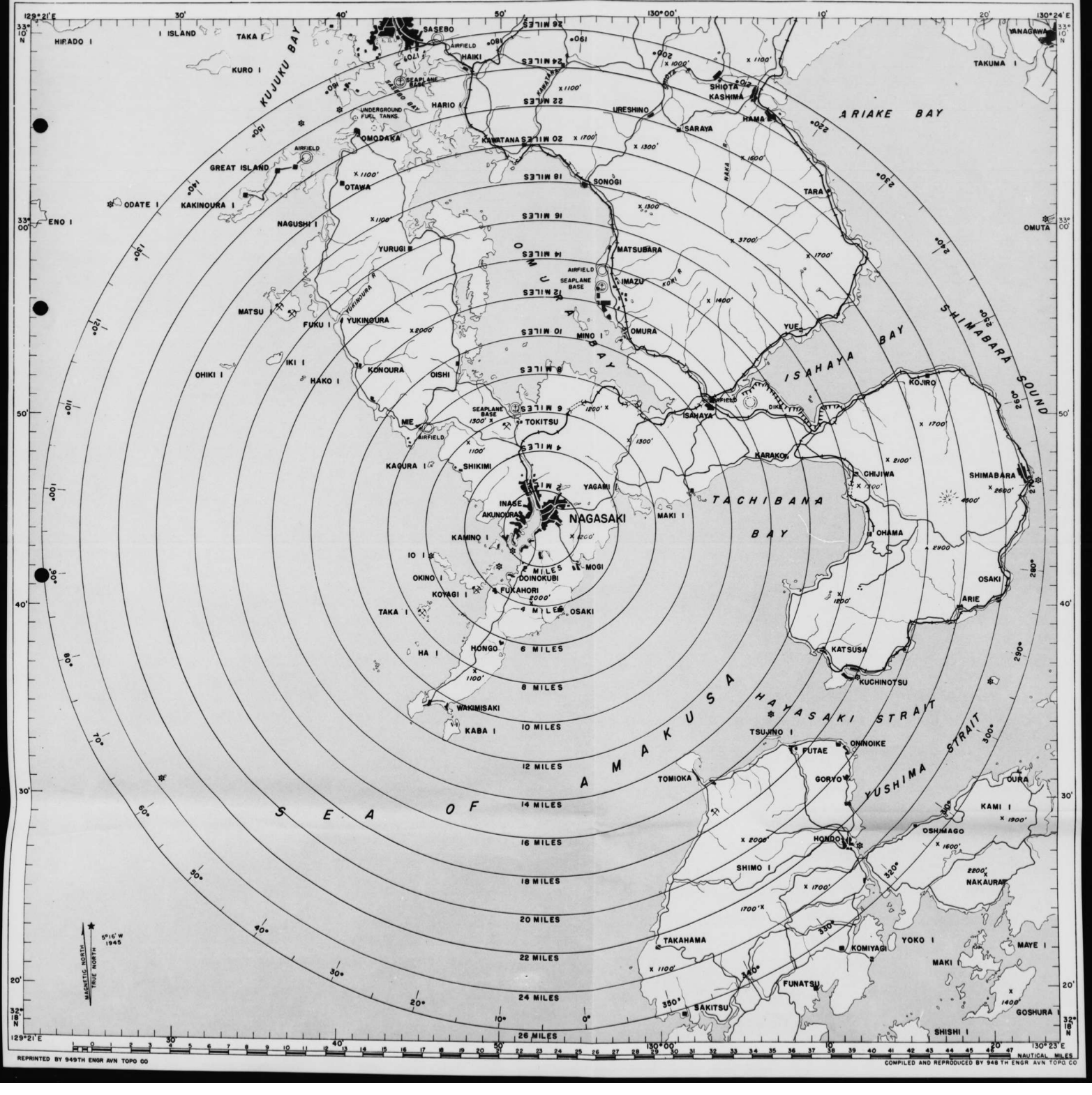
COMPILED AND REPRODUCED BY 948TH ENGR AVN TOPO CO

TARGET UNIT, INTELL. SEC.
XX BOMBER COMMAND

NAGASAKI AREA

URBAN, (32°44'N-129°52'30" E), ELEV. 20 FEET
ALL DISTANCES ARE IN NAUTICAL MILES
SECOND EDITION NOVEMBER 1944

TARGET CHART NO. 22
RESTRICTED



REPRINTED BY 949TH ENGR AVN TOPO CO

COMPILED AND REPRODUCED BY 948 TH ENGR AVN TOPO CO

TARGET UNIT, INTELL. SEC.
XX BOMBER COMMAND

MARCH 1945

OMURA AREA

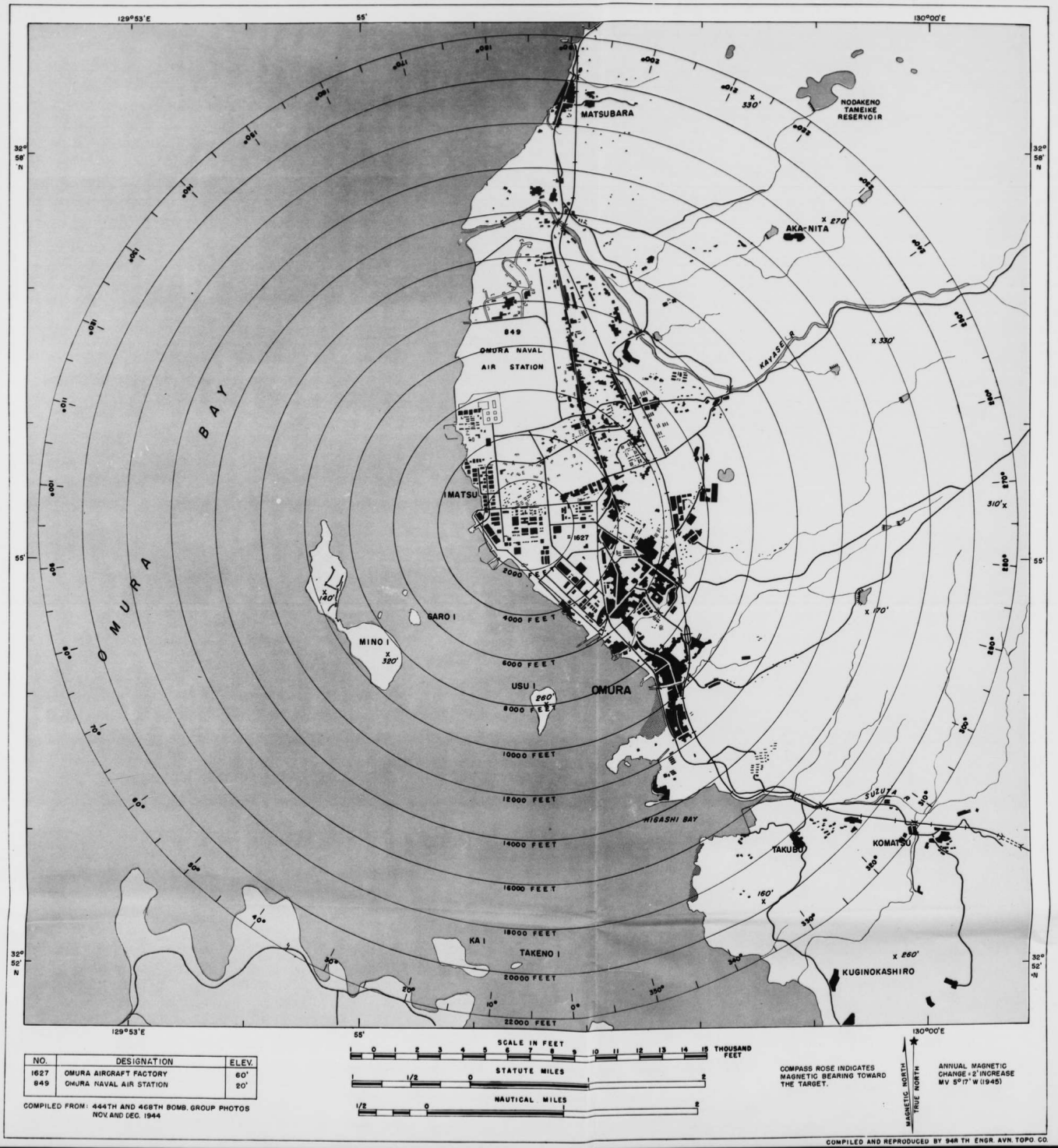
OMURA AIRCRAFT FACTORY

TARGET NO. 90.36-1627

SECOND EDITION

TARGET CHART NO. 23 A
RESTRICTED

SCALE 1:40,000



NO.	DESIGNATION	ELEV.
1627	OMURA AIRCRAFT FACTORY	60'
849	OMURA NAVAL AIR STATION	20'

COMPILED FROM: 444TH AND 468TH BOMB. GROUP PHOTOS NOV. AND DEC. 1944

SCALE IN FEET
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 THOUSAND FEET

STATUTE MILES
1/2 0 1

NAUTICAL MILES
1/2 0 1

COMPASS ROSE INDICATES MAGNETIC BEARING TOWARD THE TARGET.

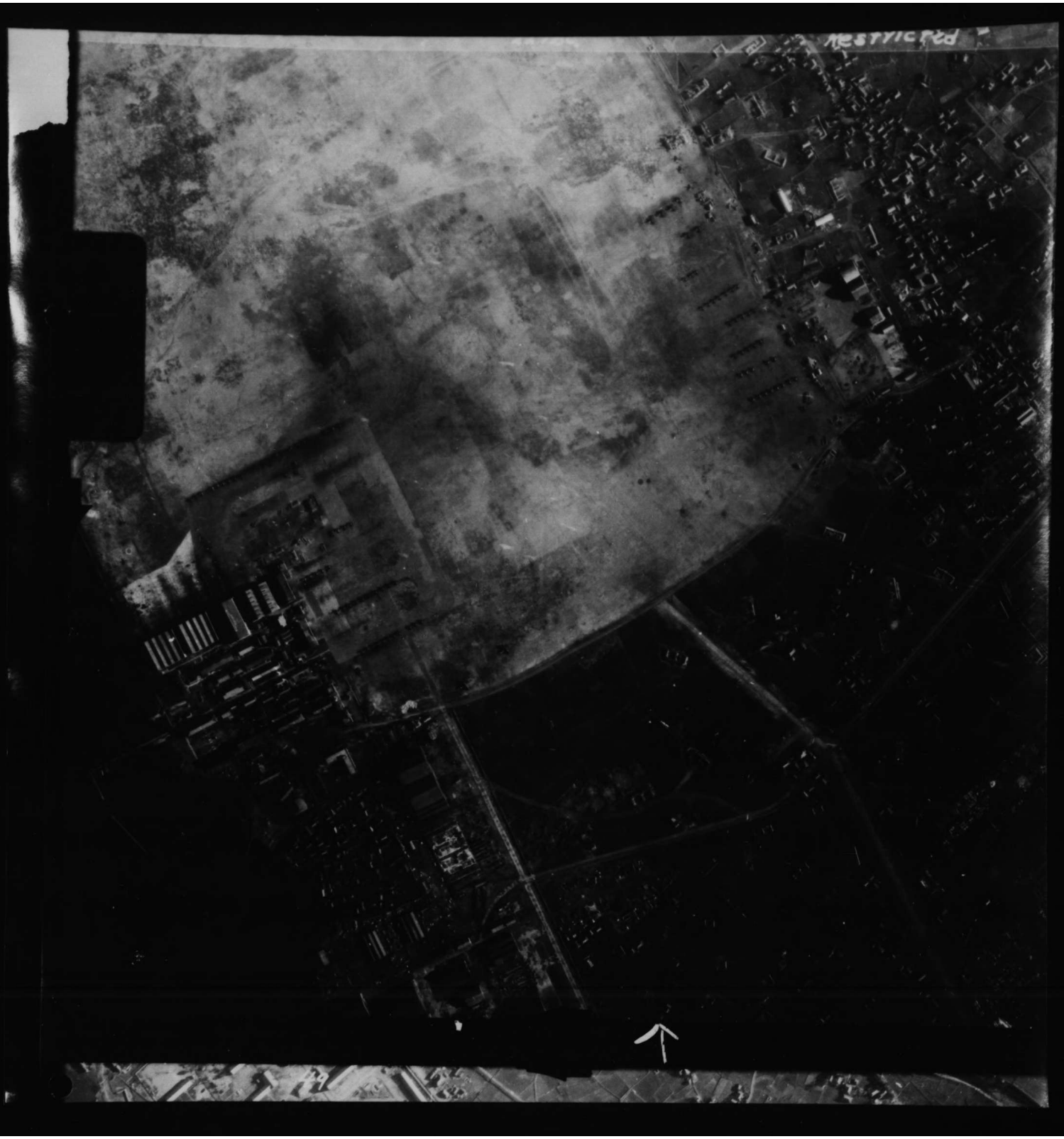
MAGNETIC NORTH
TRUE NORTH

ANNUAL MAGNETIC CHANGE = 2' INCREASE
MV 5° 17' W (1945)

COMPILED AND REPRODUCED BY 94th TH ENGR. AVN. TOPO. CO.

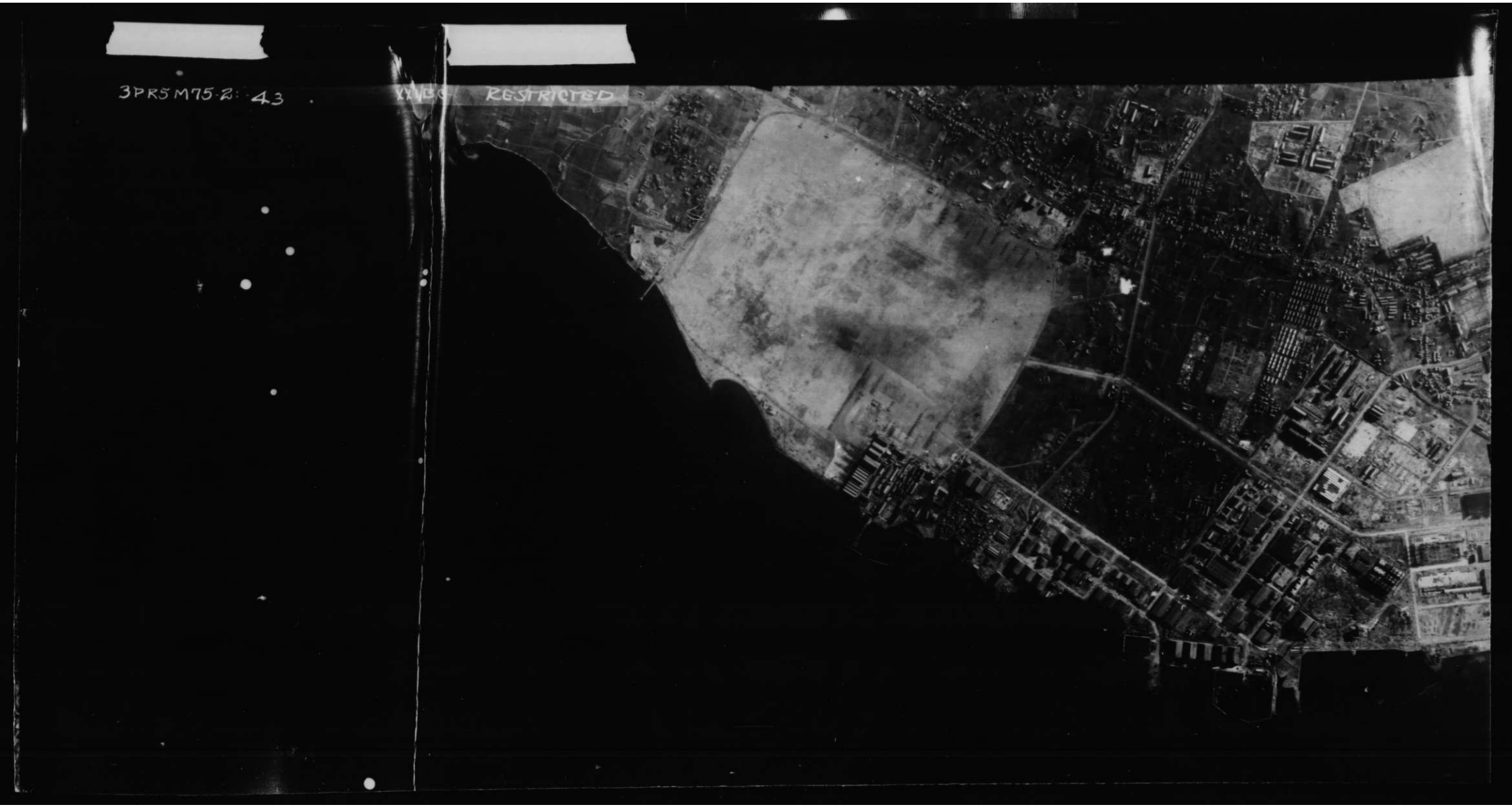

OMURA AREA
TARGET NO. 90.36-1627
32°56'N - 129°56'E
MARCH 1945
A-2 SECTION
XXI BOMBER COMMAND
3D PHOTO RCN SQ PHOTOS
9 MARCH 1945
PREPARED BY 949TH ENGR AVN TOPO CO
129° 55'
129° 56'
129° 57'
32° 56'
32° 55'
N
MAG. DEC.
5° 07' W
ANNUAL
CHANGE
1' INC.
APPROX SCALE
1000 0 1000 2000 3000 4000 5000 6000
FEET

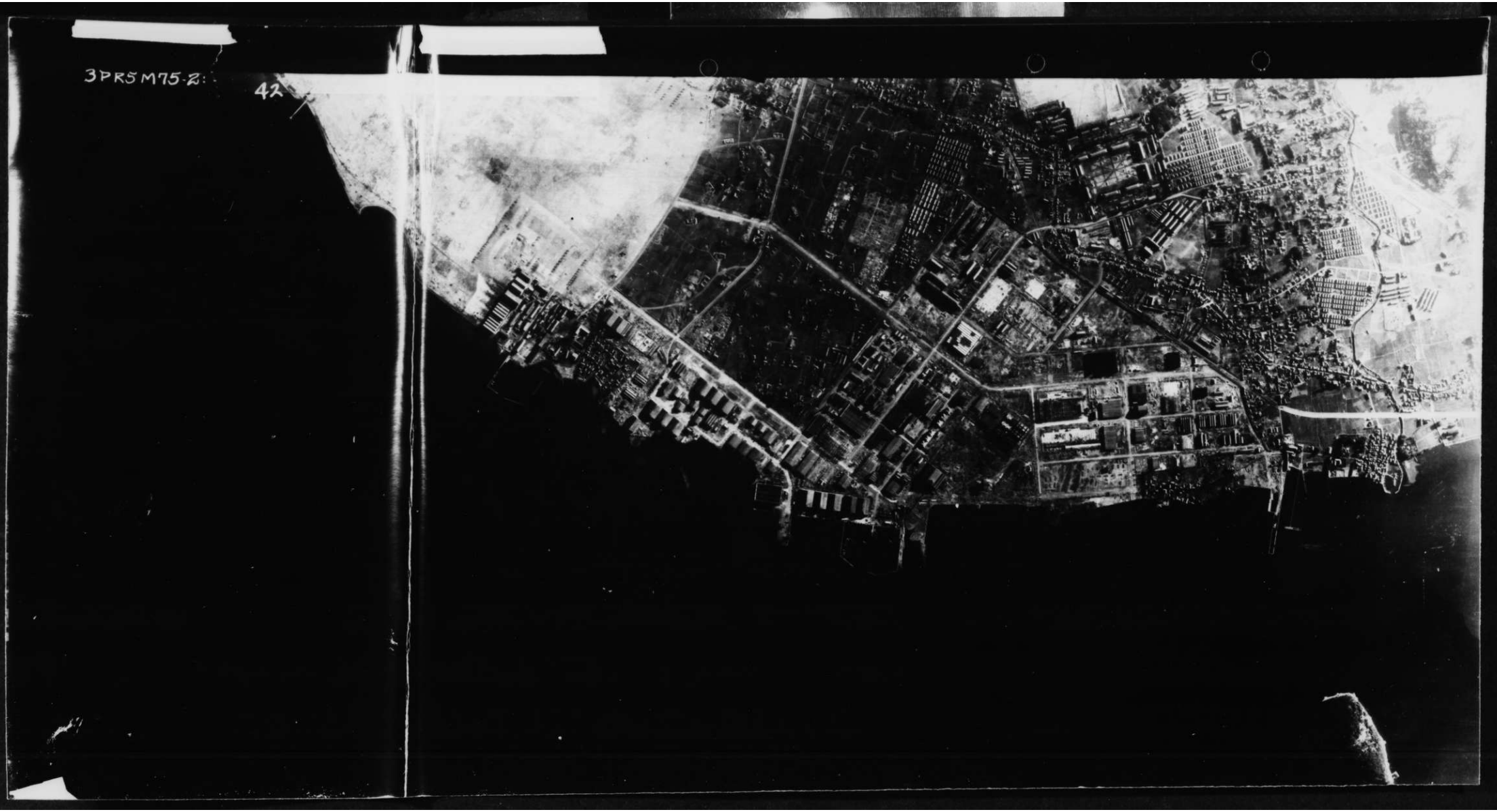

3 PRS MM 15-3L 47


RESTRICTED


3PRSM

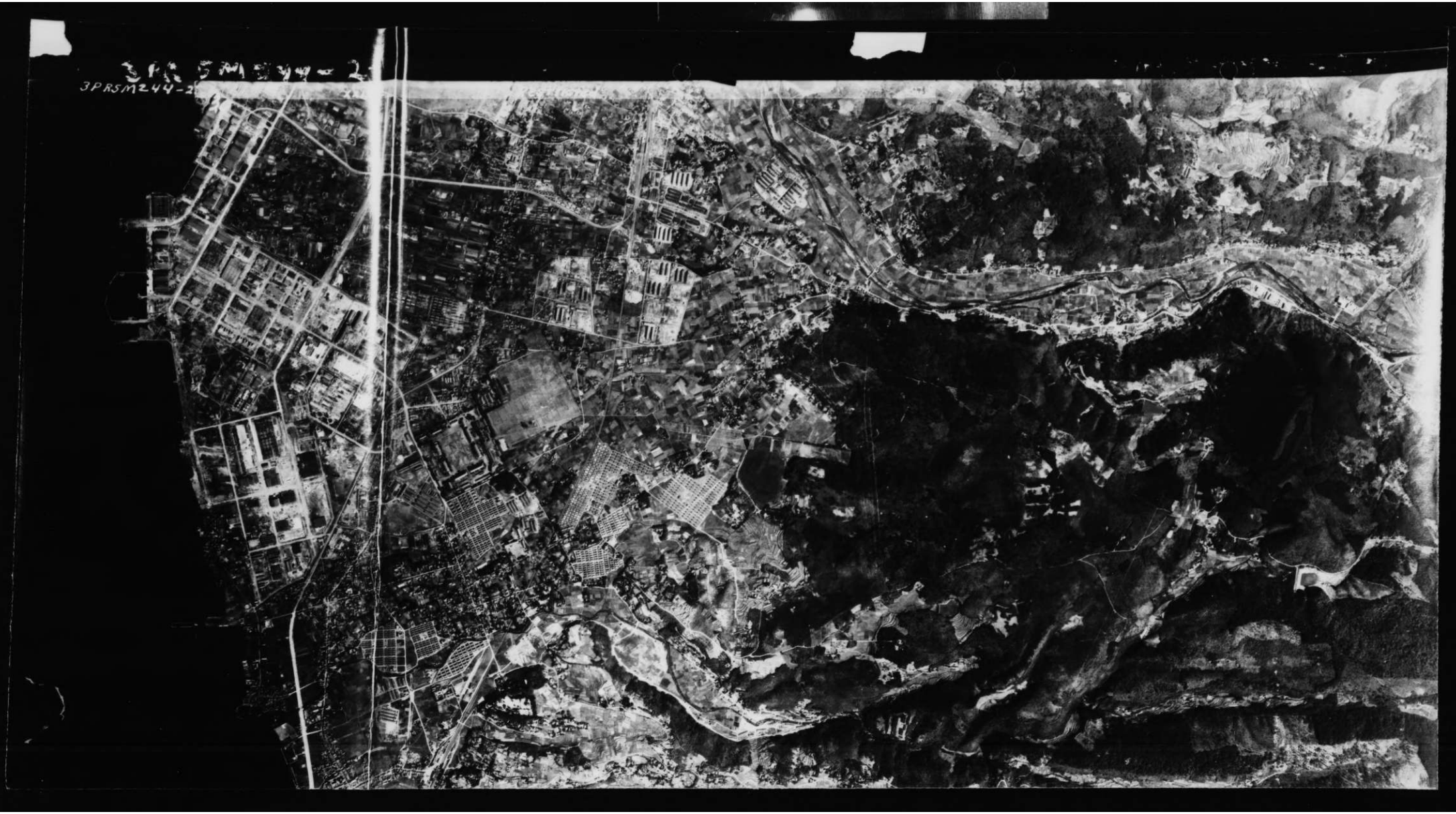

3PR5M75-2: 44 XXIBC RESTRICTED


3PR5M75-2: 43
RESTRICTED

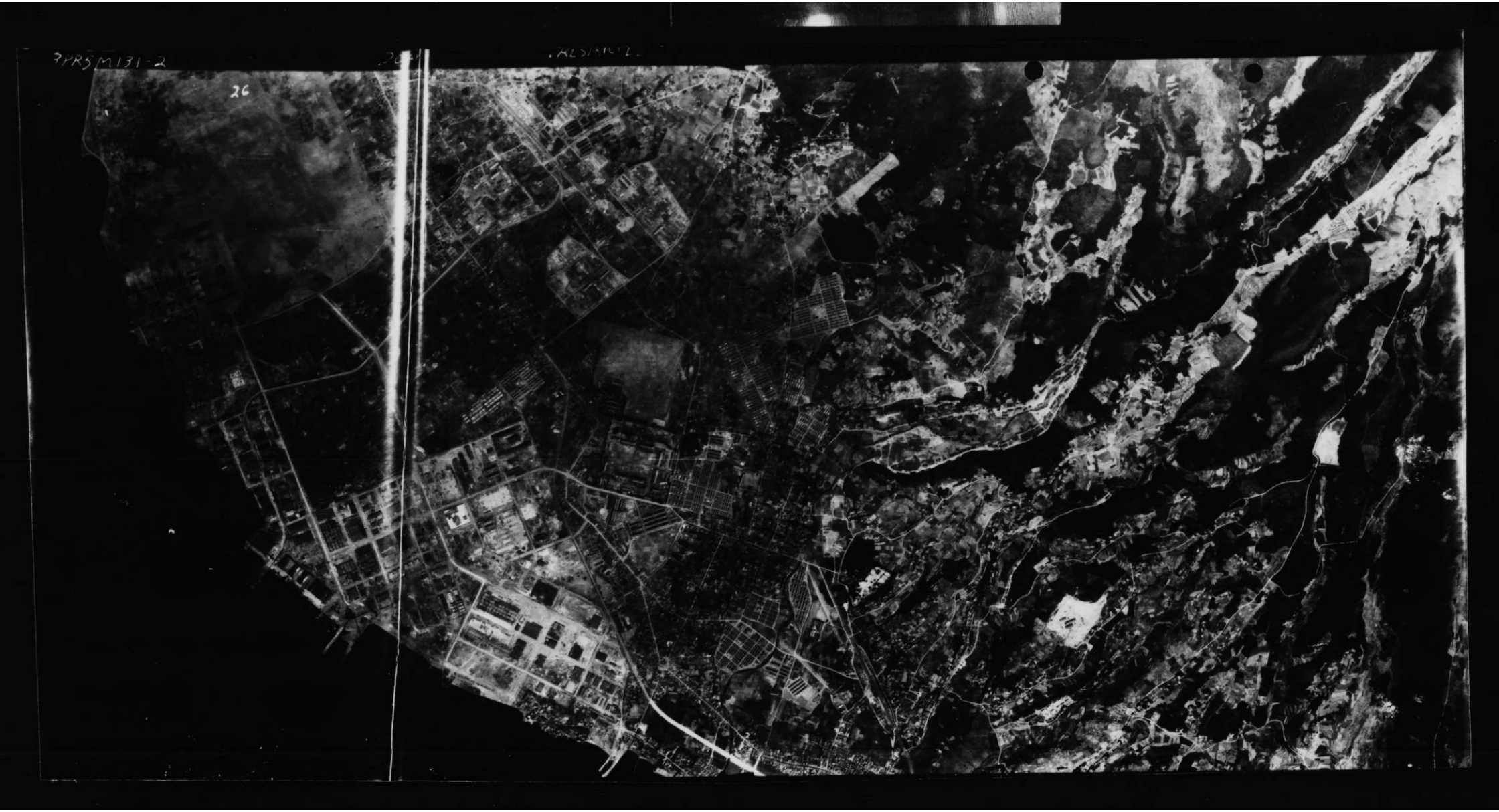

3PR5M75-2:
42

3PR5 M75-2


3PRSM244-2:31
XXIBC
RESTRICTED


3PRSM244-2

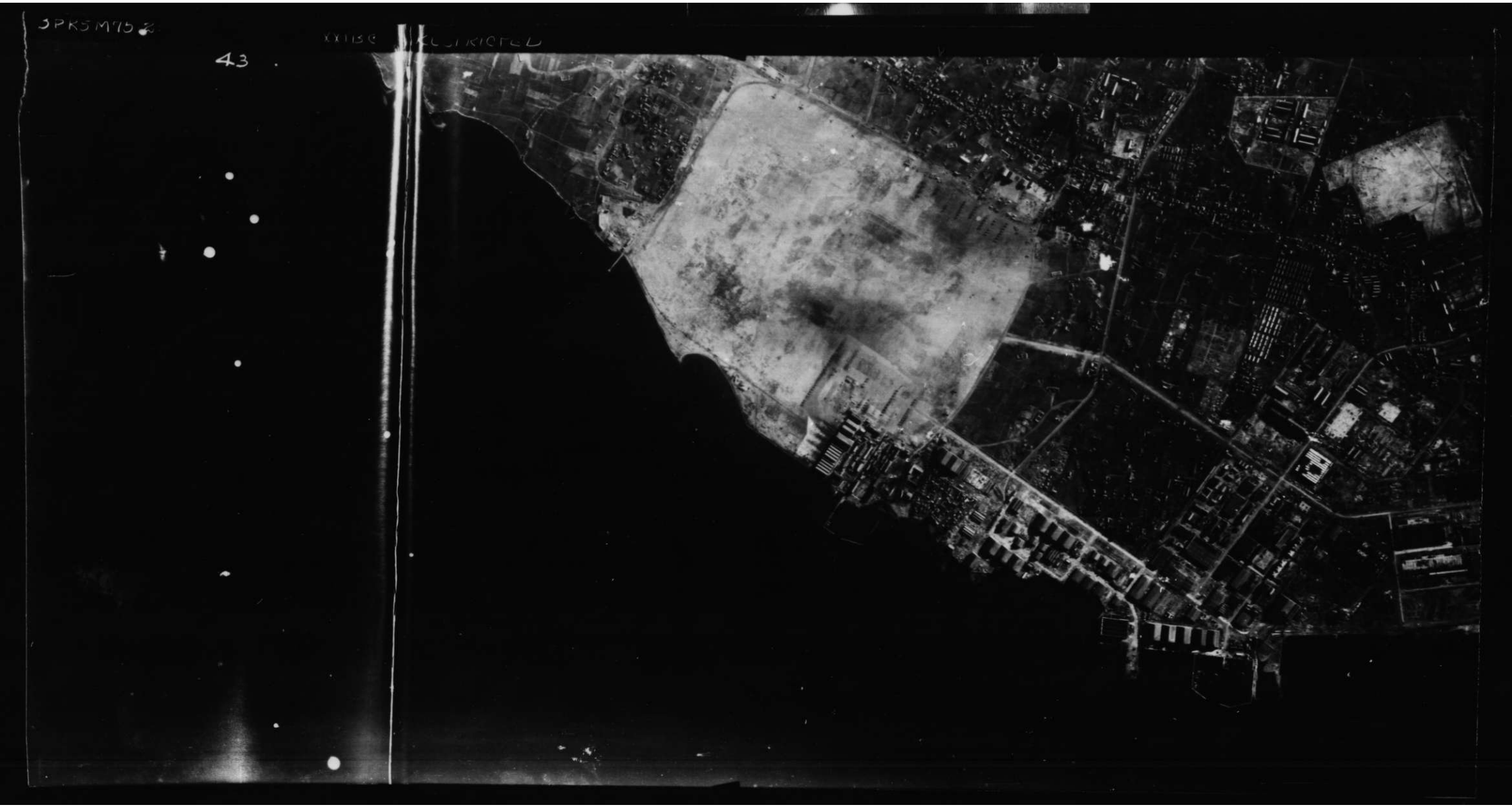

3PRSM244-2:


7PRS M131-2
26


27


SPRSM'15 2
44
KLSIRICFED


3PRSM131-2
25


3PRS M75
43
RESTRICTED


42

CONFIDENTIAL

C. I. U.
XXI BOMBER COMMAND
APO 234, c/o POSTMASTER
SAN FRANCISCO, CALIFORNIA

(Combined PI Sections: 3rd Photo Recon Sq. & 35th Photographic Technical Unit)

31 March 1945

DAMAGE ASSESSMENT REPORT NO. 30

TARGET 1627
OMURA AIRCRAFT FACTORY
(32/55/00 N — 129/56/00 E)

Mission No.: 3PR5M 103
Date Flown: 28 March 1945
Altitude : 34000

Target Area: Sasebo (90.36)
Airplane Commander: Daniel H. Forbes, Capt., AC.

SUMMARY

This report assesses damage to Target 1627 resulting from XXI Bomber Command Mission 46 of 27 March 1945.

Total damage is about 257,000 square feet or 9.1 percent of the total original roof area of the plant.

New damage is concentrated in the center of the plant's hitherto undamaged portion: administration and plant maintenance, engine repair, original aircraft assembly sections (see reference a).

STATISTICAL SUMMARY OF DAMAGE

Degree of Damage	Sq. Ft. of Roof Area	Percent of Total Roof Area
Destroyed	69,650	2.5
Structural	48,335	1.7
Superficial (Gutted)	128,500	4.5
Superficial (Minor)	10,240	.4
TOTAL DAMAGE:	256,725	9.1

Total original roof area was about 2,800,000 square feet.

*PART No. 1, Administration and Plant Maintenance:

Total roof area:	184,000 sq. ft.	Percent of roof area damaged
Previous damage:	1,500 sq. ft.	.8
New damage:	12,600 sq. ft.	6.9
Total Damage:	14,100 sq. ft.	7.7

*PART No. 2, Engine Repair:

Total roof area exclusive of Test Cells: 280,400 sq. ft.

Old damage:	79,000 sq. ft.	Percent of roof area damaged:	28
New damage:	137,470 sq. ft.	" " " " "	49
Total damage:	216,470 sq. ft.	" " " " "	77

*PART No. 6, Original Aircraft Engine Plant:

Total roof area:	550,500 sq. ft.	Percent of roof area damaged.
Old damage:	206,800 sq. ft.	37
New damage:	106,650 sq. ft.	20
Total damage:	313,450 sq. ft.	57

*NOTE: All references to total original plant area, Parts 1, 2, 3, building numbers and building functions are taken from Economic Damage Assessment Report No. 3, 9 January 1945, Joint Target Group, Washington, D. C.

ITEMIZATION OF DAMAGE

Part No.	Building No.	Roof Area	SUPERFICIAL Destroyed	Structural	Gutted	Minor	Total	Percent	Function of building
1	[illegible]	6,300	4,400				4,400	70	Unidentified
	67	39,700		1,980	3,970		5,950	15	Warehouse
	68	15,000		2,250			2,250	15	Administration
	TOTALS	[illegible]	4,400	4,235	3,970		12,600		
2	72	45,000		2,250			2,250	5	Machine Shop
	73	13,300			13,300		13,300	100	Unidentified
	75	89,500		8,950	80,550		89,500	100	Shop
	76	21,500	21,500				21,500	100	Engine packaging and shipping.
	81	----------Two direct hits on the roof - small holes----------							Engine test shed. Impossible to assess damage.
	82	----------One direct hit on the roof - small hole----------							Engine test shed. Impossible to assess damage.
	85	3,240	3,240				3,240	100	Remaining portion of a previously damaged shop.
	85 A & B	4,900	4,900				4,900	100	Unidentified
	87	2,780			2,780		2,780	100	Shop
	TOTAL:		29,640	11,200	96,630		137,470		
6	51 A	2,340				2,340	2,340	100	Unidentified
	52	79,000		3,950	7,900	7,900	19,750	15	Assembly
	53	30,000		10,000	20,000		30,000	100	Machine Shop
	54	37,900	18,950	18,950			37,900	100	Shop
	55	9,640	9,640				9,640	100	Unidentified
	55 A	2,340	2,340				2,340	100	Unidentified
	Unidentified	2,340	2,340				2,340	100	Unidentified
	"	2,340	2,340				2,340	100	Unidentified
	TOTAL:		35,610	32,900	27,900	10,240	106,650		

Reference photography:

Pre-strike: 3PR5M 75 - 2:42, 43; 3R:46, 47, 48
Post-strike: 3PR5M103 - 2:22, 23, 3R:34, 35, 36

Print 3PR5M 75 - 3R:47 annotated and attached
Print 3PR5M 103 - 3R:34 attached.

Approved [signature]
for HAMILTON D. DARBY,
Major, AC.


CONFIDENTIAL
KEY
DESTROYED OR STRUCTURAL DAMAGE
BOMB HITS
GUTTED
MINOR ROOF DAMAGE
NO. 1627
DAMAGE ASSESSMENT REPORT NO. 30
G.I.U. - XXI BOM. COM.


RESTRICTED
N APPROX
N
OMURA
POST STRIKE
28 MARCH 1945
DAMAGE ASSESSMENT REPORT NO.30
C.I.U.-XXI BOM. COM.


RESTRICTED
N APPROX
N
OMURA
POST STRIKE
28 MARCH 1945
DAMAGE ASSESSMENT REPORT NO.30
C.I.U.-XXI BOM. COM.

S E C R E T

MISSION SUMMARY

Mission Number 46

1. Date: 27 March 1945

2. Code Name: Fearless #1

3. Target: Kyushu Area - Tachiari and Oita Airfields and Omura A/C Factory

4. Participating Units: 73rd and 314th Bombardment Wings

5. Number A/C Airborne: 161

6. % A/C Bombing Primary: 94% (151 primary, 0 Secondary, 8 Opportunity)

7. Time Over Primary:
   1. Tachiari - 271140K-271205K
   2. Oita - 271144K-271259K
   3. Omura - 271206K-271220K

8. Altitude of Attack:
   1. Tachiari - 14,500-18,000
   2. Oita - 15,300-18,300
   3. Omura - 15,000-16,000

9. Weather Over Target:
   1. Tachiari - 1/10-2/10
   2. Oita - 1/10-3/10
   3. Omura - 1/10-7/10

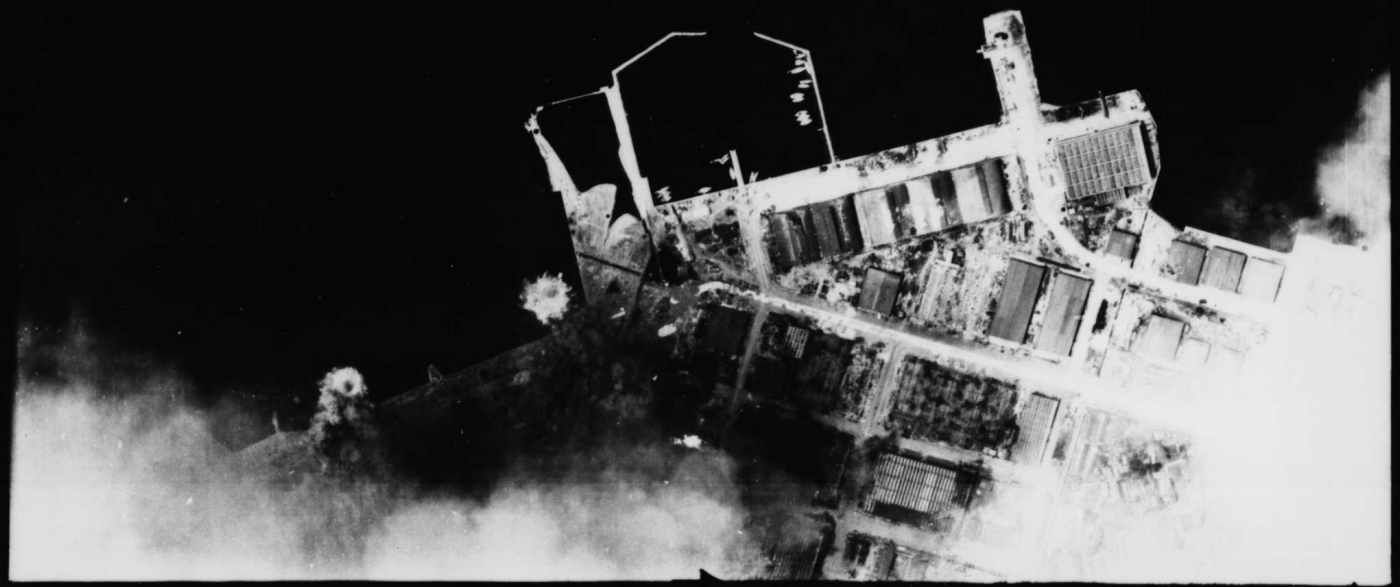
10. Total A/C Lost: 0

11. Resume of Mission: Tachiari airfield - 606,500 square feet destroyed or damaged; Omura A/C Factory (1627)-257,000 square feet destroyed or damaged; Oita Airfield - 112,175 square feet and 250,000 square feet residential area destroyed. 113 aircraft of the 73rd Wing attacked Tachiari and Oita Airfields. 39 aircraft of the 314th Wing attacked Omura A/C Factory. Seven aircraft were non-effective. Enemy air opposition - Tachiari Airfield weak - 21 attacks; Oita Airfield - none; Omura A/C Factory weak - 18 attacks. Enemy aircraft destroyed one, probably destroyed two and 4 damaged. AA: Tachiari - heavy, meager and ineffective; Oita - heavy, meager and inaccurate; Omura-heavy, meager to intense, inaccurate to accurate. Average bomb load 6,907 lbs. Average gas reserve 788 gallons.

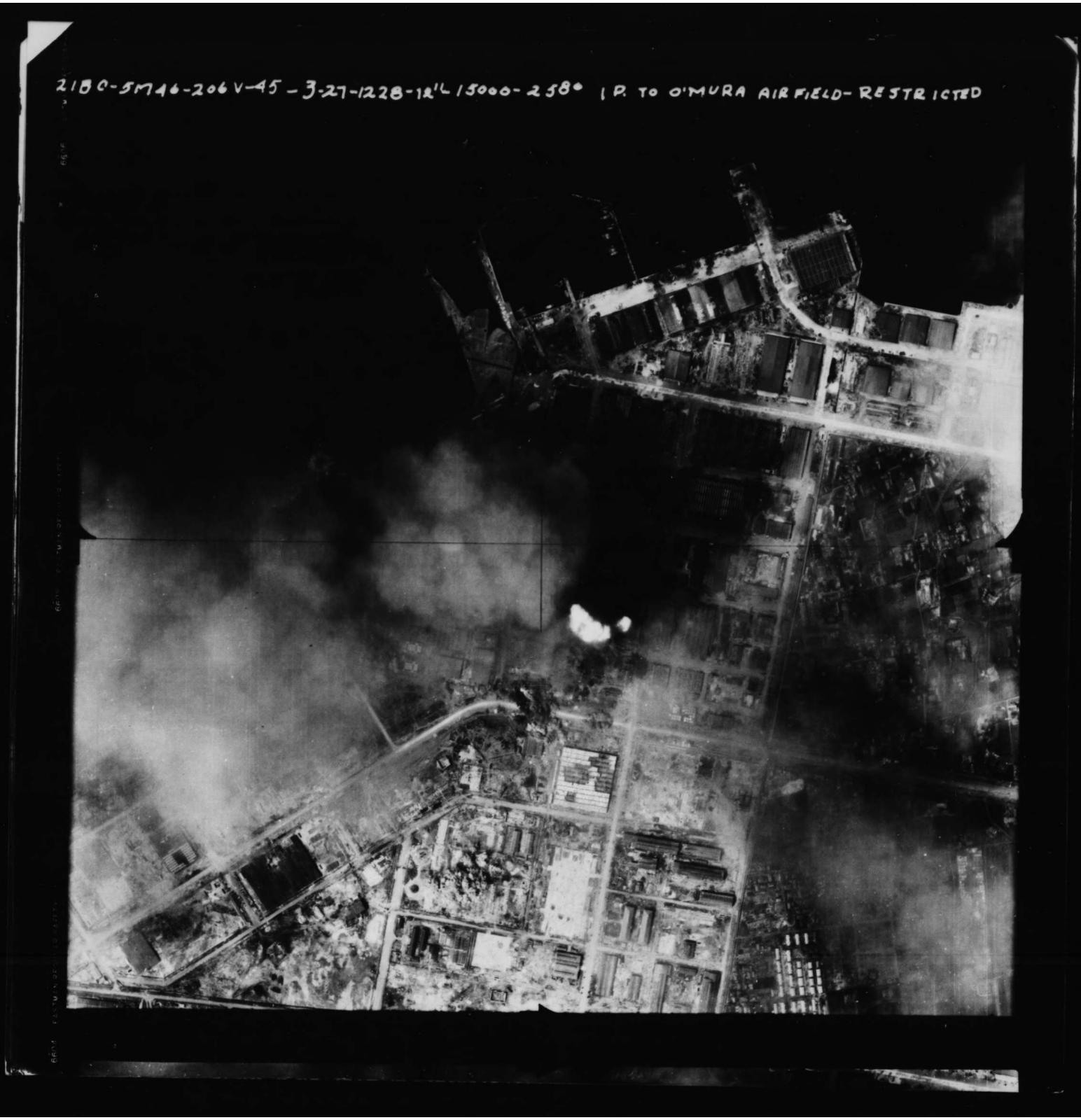
S E C R E T


21BC-SM46-217VC-3-27-LAN
OMURA-RESTRICTED

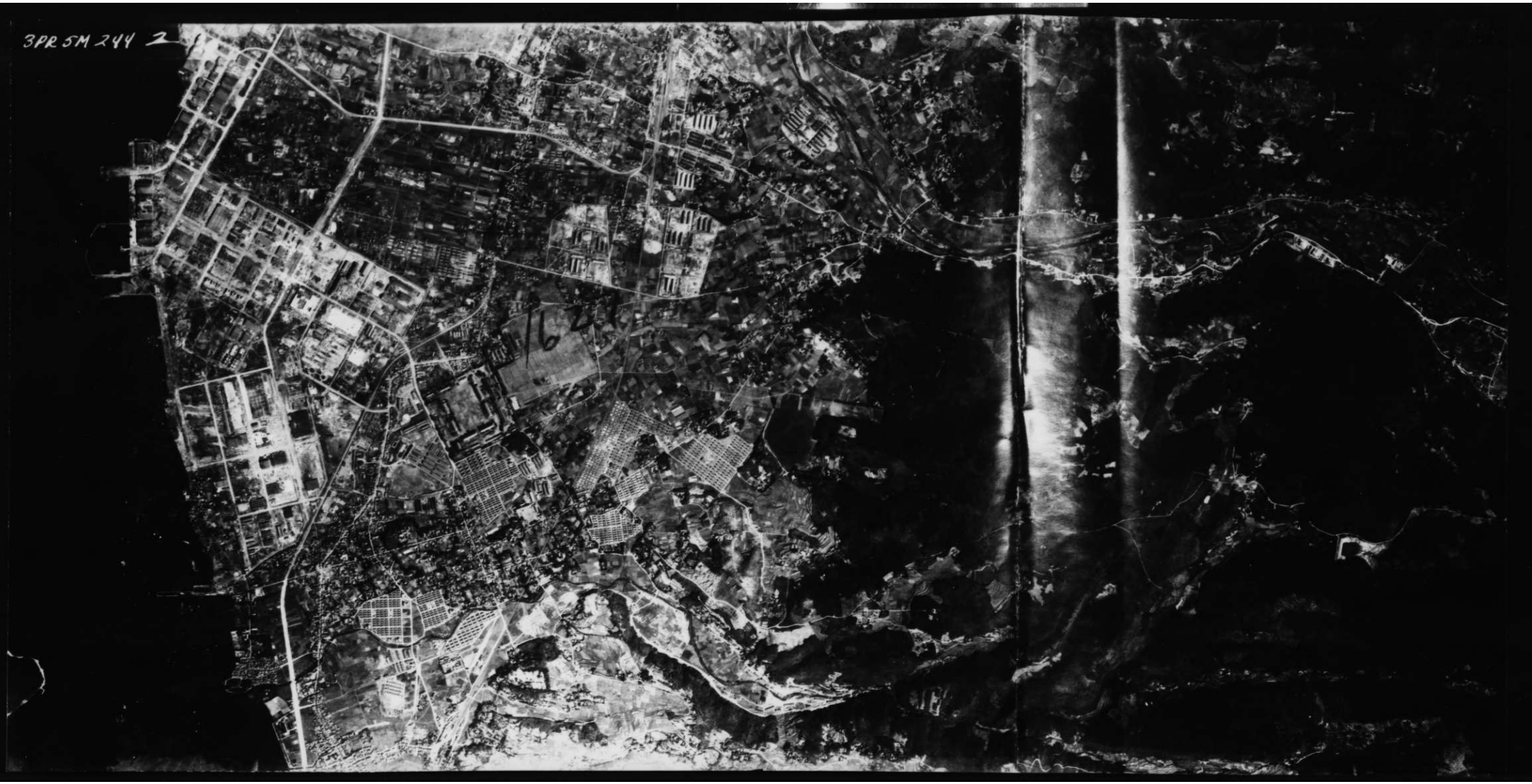
2180-5M46-206V-46-3-27-1228-12"L 15000-258° I.P. TO O'MURA AIR FIELD- RESTRICTED

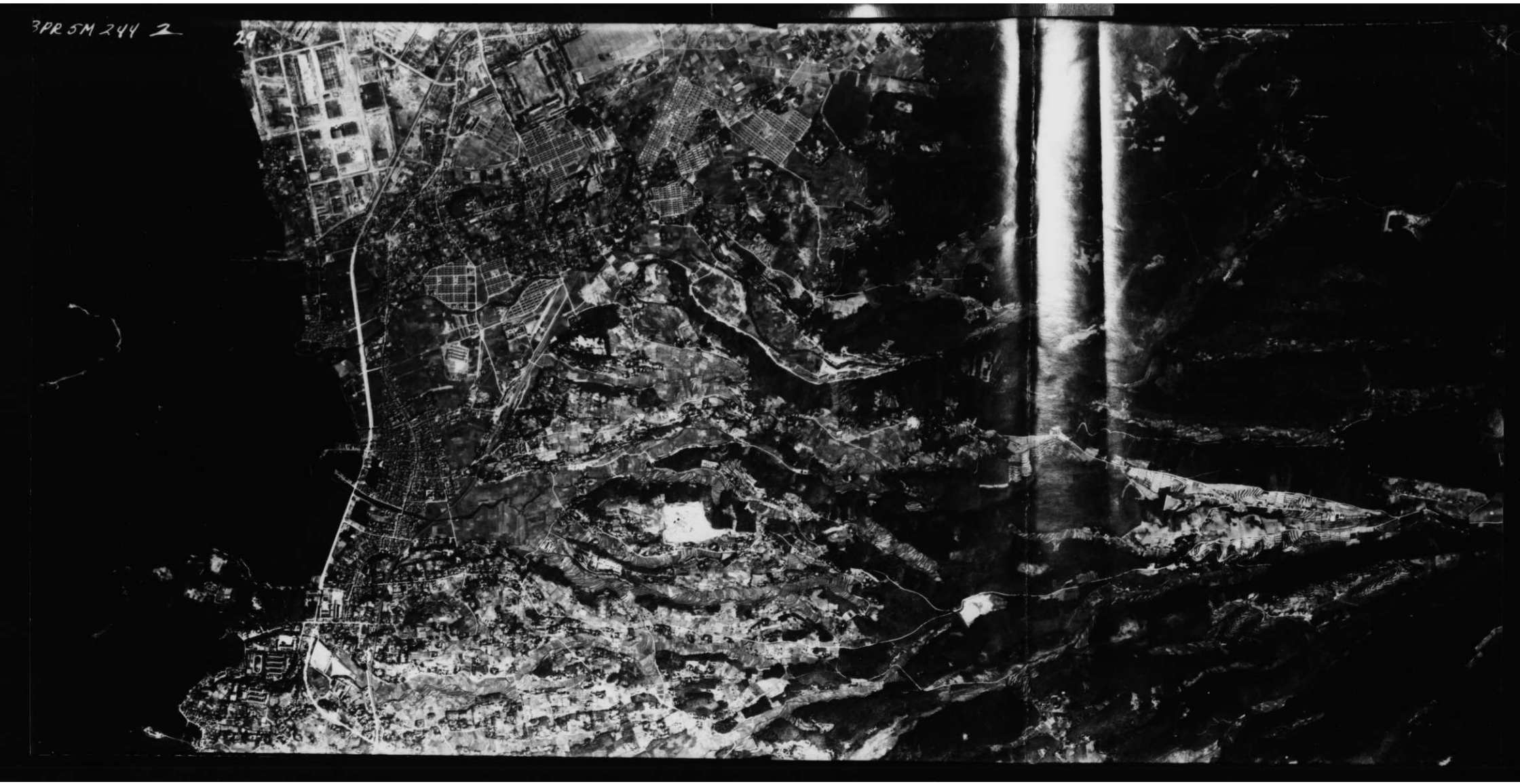


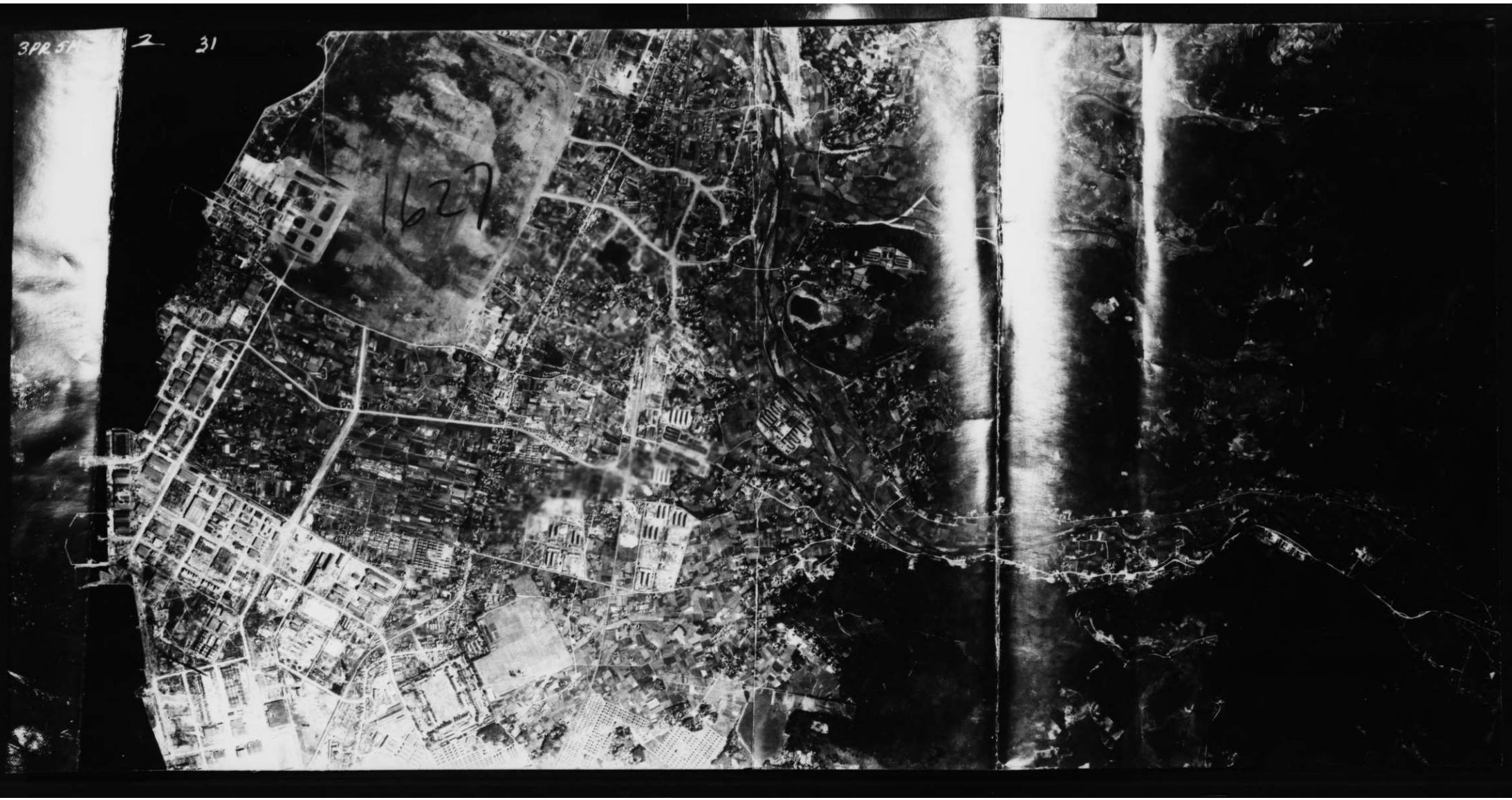
6617 EASTMAN REGULAR SAFETY


21BC-5M16-206V-45 - 3-27-1228-12"L 15000-258° I.P. TO O'MURA AIR FIELD- RESTRICTED


21BC-5M4K-213V2-3-27-1215-12"-15000-OMURA RESTRICTED


3PR 5M 244 2
1622


3PR 5M 244 2
24


3PR 5F
2
31
1627

TARGET NO. 90.36 - 1627
90.36 - 849

APPROX. COORDINATES 32°55′ NORTH
129°56′ EAST

PHOTOGRAPHED 20 AUGUST 1944

JOINT TARGET GROUP-WASHINGTON, D. C.

OMURA FACTORY AND NAVAL AIR STATION

OMURA, KYUSHU

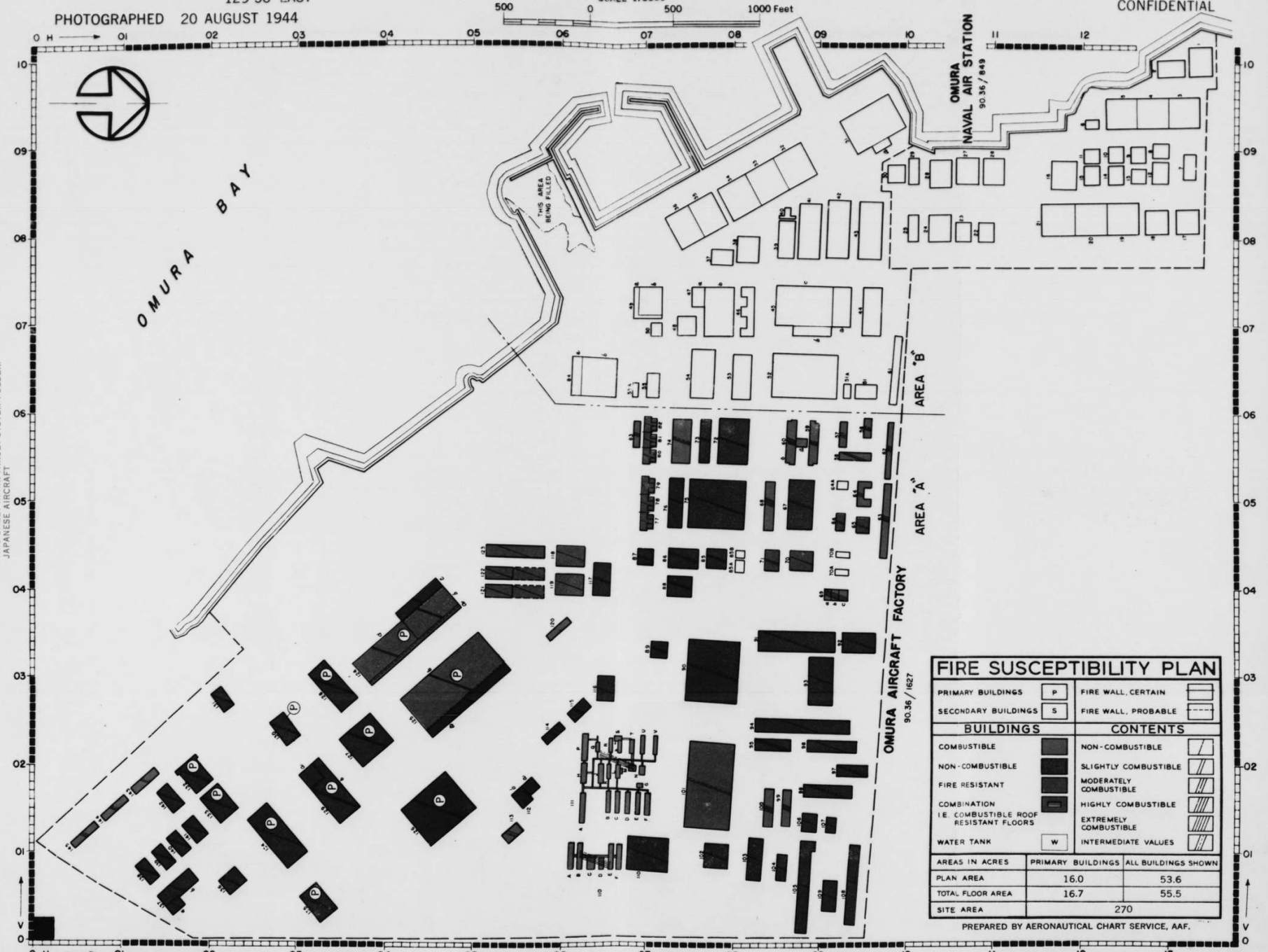
SCALE 1:6000

500 0 500 1000 Feet

ILLUSTRATION NO. 90.36 - 1627 P5/1
90.36 - 849

ISSUED 11 DECEMBER 1944

CONFIDENTIAL



HOLDERS OF JTG FOLDERS SHOULD INSERT THIS SHEET IN AIR TARGET SYSTEM FOLDER: JAPANESE AIRCRAFT

FIRE SUSCEPTIBILITY PLAN

PRIMARY BUILDINGS	P	FIRE WALL, CERTAIN	
SECONDARY BUILDINGS	S	FIRE WALL, PROBABLE	
BUILDINGS		**CONTENTS**	
COMBUSTIBLE		NON-COMBUSTIBLE	
NON-COMBUSTIBLE		SLIGHTLY COMBUSTIBLE	
FIRE RESISTANT		MODERATELY COMBUSTIBLE	
COMBINATION I.E. COMBUSTIBLE ROOF RESISTANT FLOORS		HIGHLY COMBUSTIBLE	
		EXTREMELY COMBUSTIBLE	
WATER TANK	W	INTERMEDIATE VALUES	

AREAS IN ACRES	PRIMARY BUILDINGS	ALL BUILDINGS SHOWN
PLAN AREA	16.0	53.6
TOTAL FLOOR AREA	16.7	55.5
SITE AREA	270	

PREPARED BY AERONAUTICAL CHART SERVICE, AAF.

PUBLISHED IN OFFICE OF AC AS INTELLIGENCE, A.A.F.
BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES
FOR THE USE OF ALLIED FORCES

NOT TO BE TAKEN INTO THE AIR

TARGET INFORMATION SHEET

Ref: Obj. Folder
Sasebo-Tsushima Areas (90.36,90.39)
July 18, 1944

Place: Omura, Japan
Obj. Area: 90.36
Category: Aircraft

Lat. : 32°55'N
Long.:129°56'E
Alt. : 10 ft.

OMURA AIRCRAFT FACTORY

AAF Target No. 1627

T I S

ALL PREVIOUS SHEETS ARE CANCELLED

SIGNIFICANCE: The Omura Aircraft plant, first disclosed by reconnaissance in October 1943, appears to be a major integrated engine/aircraft assembly plant. Available intelligence is inadequate for accurate appraisal of the plant's production and importance, but its large size and general layout establish it as a key unit.

LOCATION: The plant is located on the E coast of Omura Bay, just NW of the town of Omura and about 12 miles NNE of Nagasaki. The plant compound extends along the coast and adjoins the Omura Naval Air Station on the SE. Mino Island is located about one mile to the W and the Kori River lies two miles to the north.

DESCRIPTION: The main plant compound is triangular in shape, each side measuring about one mile. A group of hangar and shop-type buildings is located along the waterfront, just N of the northwestern appex of the main plant. A very extensive army barracks and training ground area is located to the E and NE. The turf-surfaced Omura Airfield is rectangular shaped, with a number of hangar, shop and administration buildings grouped in the SW corner. Dispersal revetments, small storehouses and clusters of barracks and residences extend along the three land sides of the field.

A description of individual buildings of the Omura plant is dependent upon the completion of current photographic interpretation and the availability of more complete intelligence. At the present time, the plant may tentatively be considered as comprising five principal units:

a. A group of about 23 hangar and shop-type buildings, located just N of the northwestern appex of the main plant site, appears to be the repair and maintenance depot servicing the trainers based at the adjoining naval air station. These buildings cover an area of about 2000 by 1000 square ft. and are connected to both the main plant and the airfield by a taxi-strip and a railroad spur.

b. The northwestern appex of the main triangular compound contains the original aircraft plant, reported completed in 1942. It includes final assembly buildings, ramps and seaplane cranes along the waterfront; administration and machine shop buildings to the E.

c. Two groups of engine test stands are located in the south-central portion of the main plant compound. These include 12 stands along the SE side of the original unit ("B") and a newer group of 24 completed and 12 partially completed stands just to the SE.

d. A new unit, most of it completed since October 1943, is located in the northern appex of the compound and appears to comprise the principal large parts and engine manufacturing buildings as well as sub-assembly.

e. Another recently completed unit, located in the south-eastern appex of the site, consists of one very large assembly-type structure and a number of small to large shops, assembly and storage-type buildings.

The total area of the main triangular compound is approximately 15,000,000 square ft. and contains over 75 medium to large assembly and shop-type buildings (exclusive of storage sheds, barracks, administration buildings and very small shops). These buildings have a total floor space of approximately 2,500,000 square ft. Details as construction are unavailable, but most buildings appear to be metal or asbestos sheeting over steel frame; a few are reported constructed of concrete.

CRITICAL POINTS: Accurate evaluation of the relative importance and vulnerability of the various units of this installation will depend upon detailed photographic interpretation and the availability of more complete intelligence. Available information indicates that the machinery and large assembly shops warrant first consideration.

ADDITIONAL INFORMATION: Confirming intelligence concerning the plant's production is not available, but it is reported to have assembled RUFES during May 1942, and RUFE and ZEKE types have been tentatively identified on available photo cover. However, the recent completion of additional assembly and shop units may indicate the possibility of more diversified production. An unconfirmed PW report refers to the assembly of nine RUFES per day in the original unit during May 1942 -- a rate considered excessively high in terms of estimated total Japanese production at that date. The same source refers to the installation of Mitsubishi Kinsei engines, but their place of manufacture was not established.

The plant's management is not definitely known, but it is believed to operate under the 21st (Sasebo) Naval Air Arsenal, possibly under Mitsubishi supervision. It is believed that this plant is affiliated with the small Sasebo Aircraft Factory, from which a number of the original employees were transferred.

The repair depot to the NW is reported to do third and fourth echelon repairs to KATES, VALS and BETTYS based at the naval station, (although probable PETES and DAVES have been identified in available photo cover). The Omura Airfield is a large and completely equipped naval pilot training base.

Distribution:A

TARGET NO. 90.36-1627

APPROX. COORDINATES 32° 55' N 129° 56' E

PHOTOGRAPHED 21 AUGUST 1944

OMURA AIRCRAFT FACTORY
OMURA JAPAN

0 2000 4000 6000 FEET
0 1/2 1 MILE
1:32 000 APPROX.

ILLUSTRATION NO. 90.36-1627 PI

7 SEPTEMBER 1944

CONFIDENTIAL

AC/AS. INTELLIGENCE

CONFIDENTIAL

TYPE A

RESTRICTED

JOINT TARGET GROUP
WASHINGTON, D. C.

OMURA AIRCRAFT FACTORY
OMURA JAPAN

0 200 4000 6000 FEET
0 ½ 1 MILE
1:000 APPROX.

ILLUSTRATION No. . . . 90.36-1627 P2
DATE. . . . . 29 April 1945
TARGET No. 90.36-1627
COORDINATES . . . 32°55'N 129°56'E
PHOTOGRAPHED . . . 21 August 1944

Holders of Joint Target Group Folders should insert this sheet in Air Target System Folder: Japanese Aircraft with other 90.36-1627 material.

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, AAF, BY COMBINED PERSONNEL OF UNITED STATES AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

RESTRICTED

May be taken into the air if data is trimmed off

JOINT TARGET GROUP • WASHINGTON, D. C.

TARGET No. 90.36–1627
90.36–849

COORDINATES 32° 55' N 129° 56' E

PHOTOGRAPHED 10 DECEMBER 1944

OMURA FACTORY AND NAVAL AIR STATION
OMURA, KYUSHU

0 500 1000 1500 2000 2500 3000 FEET
0 ¼ 1:6000 APPROX. ½ MILE

ILLUSTRATION No. 90.36–1627/DP1
90.36–849/DP1

ISSUED JANUARY 1945

RESTRICTED

HOLDERS OF JTG FOLDERS SHOULD INSERT THIS SHEET IN AIR TARGET SYSTEM FOLDER.
JAPANESE AIRCRAFT

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, A. A. F., BY COMBINED PERSONNEL OF UNITED STATES AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

RESTRICTED

May be taken into the air if data is trimmed off

TARGET NO. 90.36-1627

APPROX. COORDINATES 32° 55' N 129° 56' E

PHOTOGRAPHED 21 AUGUST 1944

OMURA AIRCRAFT FACTORY
OMURA JAPAN

ILLUSTRATION NO. 90.36-1627 P3A

ISSUED SEPT. 1944

CONFIDENTIAL

0 500 1000 1500 2000 2500 3000 FEET
0 1/4 1/2 MILE
1:6000 APPROX.

AC/AS, INTELLIGENCE

CONFIDENTIAL

TYPE B

TARGET NO. 90.36-1627

OMURA AIRCRAFT FACTORY
OMURA JAPAN

ILLUSTRATION NO. 90.36-1627 P 4

APPROX. COORDINATES 32° 55' N 129° 56' E

7 SEPTEMBER 1944

PHOTOGRAPHED 21 AUGUST 1944

0 1000 2000 3000 4000 5000 6000 FEET
0 1/2 1 MILE
1:12 000 APPROX.

CONFIDENTIAL

AC/AS. INTELLIGENCE

CONFIDENTIAL

TYPE B

TARGET NO. 90.36-1627

APPROX. COORDINATES 32° 55' N 129° 56' E

PHOTOGRAPHED 21 AUGUST 1944

OMURA AIRCRAFT FACTORY
OMURA JAPAN

0 500 1000 1500 2000 2500 3000 FEET
0 1/4 1/2 MILE
1:6000 APPROX.

ILLUSTRATION NO. 90.36-1627 P4A

ISSUED SEPT. 1944

CONFIDENTIAL

AC/AS. INTELLIGENCE

CONFIDENTIAL

TYPE B

TARGET NO. 90.36 - 1627
90.36 - 849

APPROX. COORDINATES 32°55′ NORTH
129°56′ EAST

PHOTOGRAPHED 20 AUGUST 1944

JOINT TARGET GROUP-WASHINGTON, D. C.

OMURA FACTORY AND NAVAL AIR STATION

OMURA, KYUSHU

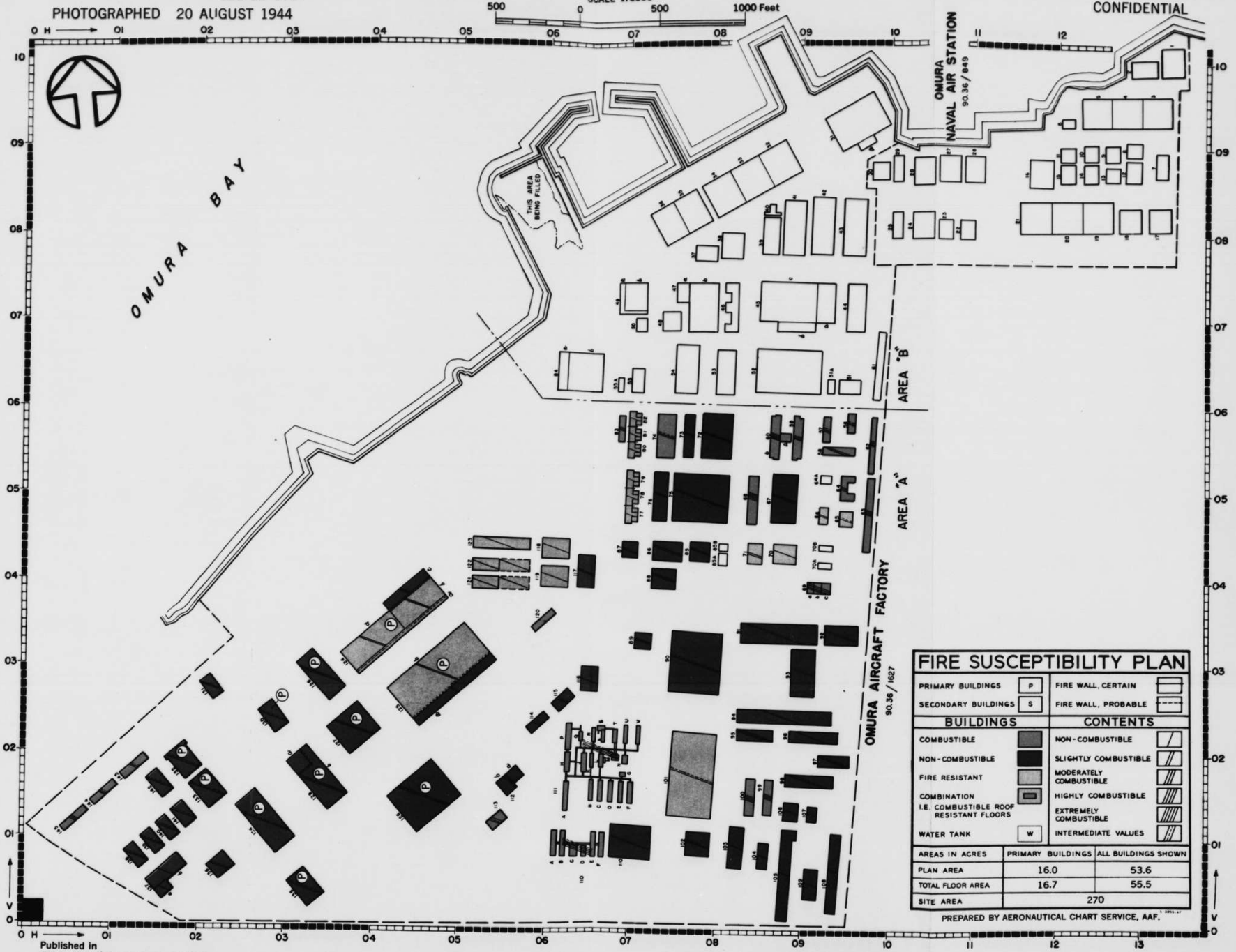
ILLUSTRATION NO. 90.36 - 1627 - P5
90.36 - 849

ISSUED 11 DECEMBER 1944

CONFIDENTIAL

SCALE 1:6000

500 0 500 1000 Feet



FIRE SUSCEPTIBILITY PLAN

PRIMARY BUILDINGS	P	FIRE WALL, CERTAIN	
SECONDARY BUILDINGS	S	FIRE WALL, PROBABLE	
BUILDINGS		**CONTENTS**	
COMBUSTIBLE		NON-COMBUSTIBLE	
NON-COMBUSTIBLE		SLIGHTLY COMBUSTIBLE	
FIRE RESISTANT		MODERATELY COMBUSTIBLE	
COMBINATION I.E. COMBUSTIBLE ROOF RESISTANT FLOORS		HIGHLY COMBUSTIBLE	
		EXTREMELY COMBUSTIBLE	
WATER TANK	W	INTERMEDIATE VALUES	

AREAS IN ACRES	PRIMARY BUILDINGS	ALL BUILDINGS SHOWN
PLAN AREA	16.0	53.6
TOTAL FLOOR AREA	16.7	55.5
SITE AREA	270	

PREPARED BY AERONAUTICAL CHART SERVICE, AAF.

Published in
Office of AC/AS Intelligence, AAF, by
Combined personnel of U.S. and British
Services for the use of Allied Forces

NOT TO BE TAKEN INTO THE AIR

TARGET NO. 90.36 - 1627
90.36 - 849

APPROX. COORDINATES 32°55′ NORTH
129°56′ EAST

PHOTOGRAPHED 20 AUGUST 1944

JOINT TARGET GROUP-WASHINGTON, D. C.

OMURA FACTORY AND NAVAL AIR STATION

OMURA, KYUSHU

SCALE 1:6000

500 0 500 1000 Feet

ILLUSTRATION NO. 90.36 - 1627- P5/1
90.36 - 849
ISSUED 11 DECEMBER 1944
CONFIDENTIAL

HOLDERS OF JTG FOLDERS SHOULD INSERT THIS SHEET IN AIR TARGET SYSTEM FOLDER: JAPANESE AIRCRAFT

FIRE SUSCEPTIBILITY PLAN

PRIMARY BUILDINGS	P	FIRE WALL, CERTAIN	
SECONDARY BUILDINGS	S	FIRE WALL, PROBABLE	
BUILDINGS		**CONTENTS**	
COMBUSTIBLE		NON-COMBUSTIBLE	
NON-COMBUSTIBLE		SLIGHTLY COMBUSTIBLE	
FIRE RESISTANT		MODERATELY COMBUSTIBLE	
COMBINATION I.E. COMBUSTIBLE ROOF RESISTANT FLOORS		HIGHLY COMBUSTIBLE	
		EXTREMELY COMBUSTIBLE	
WATER TANK	W	INTERMEDIATE VALUES	

AREAS IN ACRES	PRIMARY BUILDINGS	ALL BUILDINGS SHOWN
PLAN AREA	16.0	53.6
TOTAL FLOOR AREA	16.7	55.5
SITE AREA	270	

PREPARED BY AERONAUTICAL CHART SERVICE, AAF.

PUBLISHED IN OFFICE OF AC AS INTELLIGENCE, A.A.F., BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES

NOT TO BE TAKEN INTO THE AIR

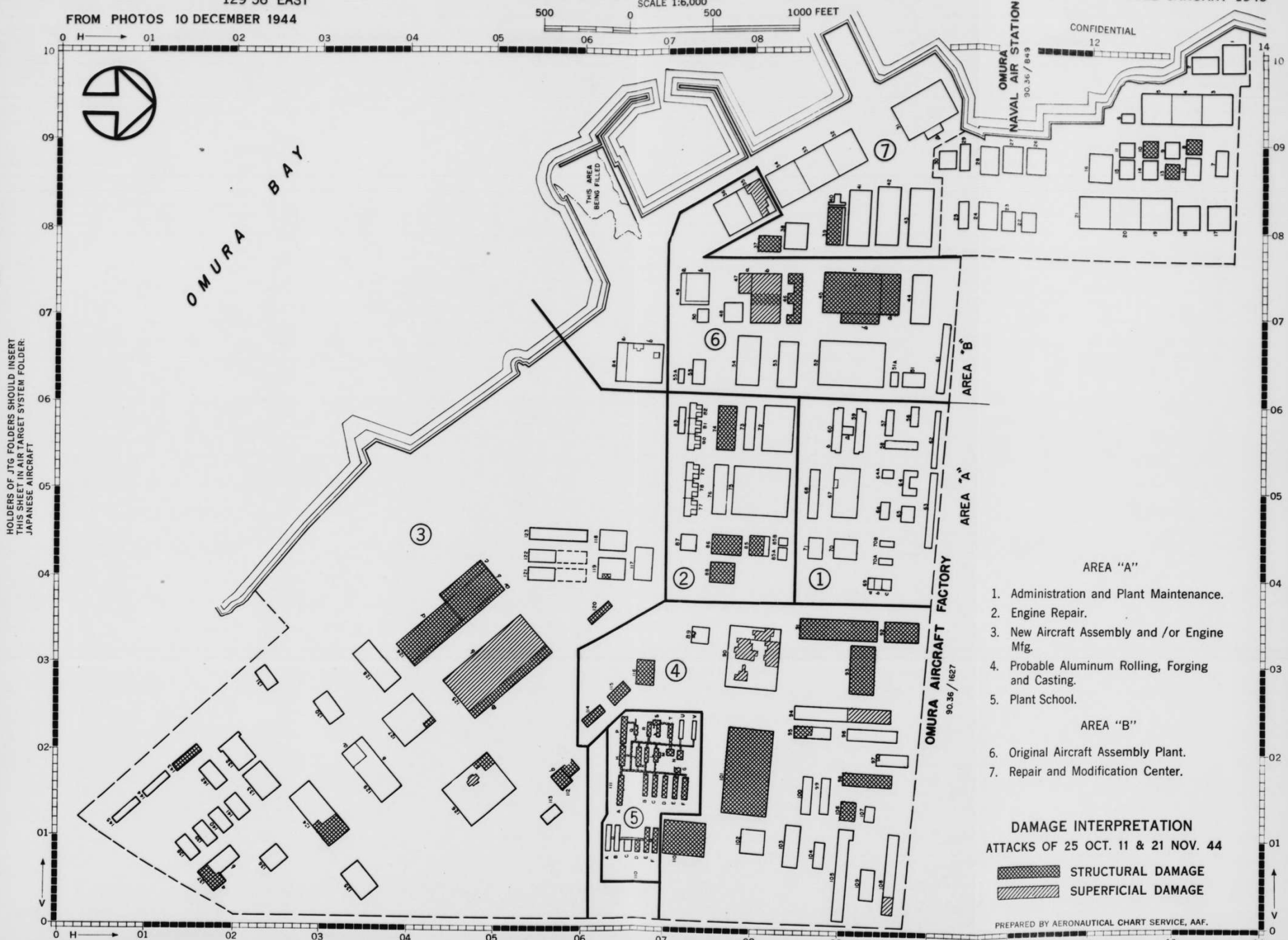
TARGET NO. 90.36 - 1627
90.36 - 849
APPROX. COORDINATES 32°55′ NORTH
129°56′ EAST
FROM PHOTOS 10 DECEMBER 1944

JOINT TARGET GROUP - WASHINGTON, D. C.

OMURA FACTORY AND NAVAL AIR STATION
OMURA, KYUSHU

ILLUSTRATION NO. 90.36 - 1627/DP2
90.36 - 849/DP2
ISSUED JANUARY 1945

SCALE 1:6,000
500 0 500 1000 FEET



HOLDERS OF JTG FOLDERS SHOULD INSERT THIS SHEET IN AIR TARGET SYSTEM FOLDER: JAPANESE AIRCRAFT

AREA "A"

1. Administration and Plant Maintenance.
2. Engine Repair.
3. New Aircraft Assembly and /or Engine Mfg.
4. Probable Aluminum Rolling, Forging and Casting.
5. Plant School.

AREA "B"

6. Original Aircraft Assembly Plant.
7. Repair and Modification Center.

DAMAGE INTERPRETATION
ATTACKS OF 25 OCT. 11 & 21 NOV. 44

STRUCTURAL DAMAGE
SUPERFICIAL DAMAGE

PREPARED BY AERONAUTICAL CHART SERVICE, AAF.

Published in Office of AC/AS Intelligence, A.A.F., by combined personnel of U.S. and British Services for the use of Allied Forces

CONFIDENTIAL

NOT TO BE TAKEN INTO THE AIR

NOT TO BE TAKEN INTO AIR

CONFIDENTIAL

JOINT TARGET GROUP, WASHINGTON, D.C.
ECONOMIC DAMAGE ASSESSMENT
REPORT No. 3

Sheet No.90-36-1627DA
Date 9 Jan. 1945
Page No. 1 (8 pages)

Obj. Folder 90.36
Obj. Area 90.36
AAF Target No. 90.36-1627
NAME OF TARGET

Place OMURA (Japan)
Air Target
System - AIRCRAFT

Lat.: 32°55'N
Long: 129°56'E
Alt.: 10 ft

OMURA AIRCRAFT FACTORY

HOLDERS OF JTG FOLDERS SHOULD INSERT THIS SHEET IN AIR TARGET SYSTEM FOLDER: JAPANESE AIRCRAFT

PARTICULARS OF ATTACK

This plant has been attacked five times by B-29's of the XXth Bomber Command. Attack statistics are shown in the following table.

Date	Aircraft Bombing Primary Target	Bomb Tonnage Directed at Target			Average Altitude of Attack (feet)
		H.E.	I.B.	Total	
25 Oct 44	56	90	63	153	24,000
11 Nov 44	29	56	29	85	22,000
21 Nov 44	61	131	68	199	22,000
19 Dec 44 /1	17	26	23	49	22,000
6 Jan 45 /2	28			84	

This report is based on the results of the first three attacks only as there is no information available on the results of the attacks of 19 Dec 44 or 6 Jan 45. The principal damage appears to have been caused by the first two attacks as photo cover of 17 Nov compared with cover of 10 Dec shows no additional damage to have been caused by the 21 Nov attack.

PREVIOUS REPORTS

None.

SUMMARY OF CONCLUSIONS

1. This plant was used for assembly of the new floatplane Pete and SEB Grace and engine repair and a new portion was just coming into production of either airframes or aero-engines.

2. The principal damage was in the new section of the plant, where the new aircraft and/or engine plant received 24.5 percent structural damage. The aluminum rolling, casting and forging section suffered 52.2 percent and the plant school 84.0 structural damage. The old section received 26 percent structural damage in the aircraft assembly section, 28.1 percent in engine repair, and 5.1 percent in the aircraft repair section.

3. With the exception of one hangar building which may be used for final or post assembly work no repair has been undertaken.

4. Much debris has been cleared away, perhaps for salvage purposes as there is no sign of activity at the plant.

5. No loss of output can be attributed to damage to the new sections of the plant since it was thought that production was just beginning at the time of the first attack.

* * * * * * *

/1 The final report is not yet available on this attack. Bomb tonnage is estimated from cable reports.

/2 From Daily Air Action Summary of 7 Jan 45.

CONFIDENTIAL

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE,
A.A.F., BY COMBINED PERSONNEL OF U.S. AND
BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

6. The effect of damage to the new section is to delay the potential production planned. Maximum production planned for this plant will not be reached until the end of the first half of 1947, probably at a different site.

7. Loss of engines in process of repair is estimated to be 60 engines.

8. Loss of output in the original aircraft assembly plant is estimated at 125 aircraft.

9. The plant should not be reattacked because lack of evidence of repair to the principal damaged area suggests abandonment of the new section of the plant and the airframe assembly and engine repair activity is of minor importance to the Japanese aircraft industry.

10. Monthly photo cover is recommended so that the above conclusions can be continuously reassessed.

SIGNIFICANCE

The facilities of this plant were used for engine repair, the fabrication and assembly of the old type float reconnaissance plane Pete and possibly the SEB Grace. A newly constructed section of the plant (section 3 and 4 DP1) had facilities for airframe fabrication and engine manufacture but was thought to be hardly in production at the time of the first attack. Other facilities were available for airframe repair and modification (section 7 DP1). Because the plant was devoted primarily to overhaul and repair it had little significance in the Japanese aircraft industry.

PHYSICAL DAMAGE

The damage plot divides the plant into two main areas, "A" and "B". Area "A" includes the engine repair facilities, the plant school and the new airframe assembly and/or engine manufacturing plant. In Area "B" is found the original aircraft assembly facilities, an airframe repair and modification center and flight hangars. The estimated damage shown in the tables (1 and 2) below has been sub-divided in accordance with the functions attributed to particular areas. The principal damage occurred in the new section of the plant in which construction was completed between Oct. 1943 and August 1944. There was some damage to the original aircraft assembly plant and one important building in the engine repair section was destroyed.

TABLE I

STRUCTURAL DAMAGE SUMMARIZED BY FUNCTIONAL AREAS. (SEE DP1 and 2).

Function	Total Square Feet Plan Area	% Structural Damage to Total Plan Area
Area "A"		
Administration and Plant Maintenance	184,400	Nil
Engine Repair	280,400 /3	28.2
New Aircraft Assembly and/ or Engine Manufacture	904,500 /3	24.5
Aluminum Rolling, Forging and Casting	772,100	52.2
Plant School	94,200	84.0
Area "B"		
Aircraft Fabrication and Assembly	550,500	26.0
Aircraft Repair Section	1,021,500	5.1

/3 Excludes test cells.

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, A.A.F., BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

TABLE 2

DETAILS OF DAMAGE BY BUILDINGS

Area "A" (See DP 1 and 2)

Part 1. Administration and Plant Maintenance.

Bldg. No.	Function	Square Feet (000)	Structural Damage (000)	% Structural	Superficial Damage	% Superficial	% Total Damage
67	Warehouse	43.0	1.5	3.5	--	--	3.5

Total sq. ft. in section - 184,400
% structural damage to total plan area - nil

Part 2. Engine Repair.

74	Engine Assembly	32.5	32.5	100.0	--	--	100.0
85	Shop	12.6	8.6	68.2	--	--	68.2
86	Shop	20.4	20.4	100.0	--	--	100.0
88	Shop	17.5	17.5	100.0	--	--	100.0
	Total	83.0	79.0	95.0	0	0	95.0

Total sq. ft. in section exclusive of 12 engine test cells - 280,400.
% structural damage to total plan area - 28.2%.

Part 3. New Aircraft Assembly and/or Engine Manufacture.

112	Unidentified	6.0	6.0	100.0	--	--	100.0
119	Shop	19.2	1.8	9.4	--	--	9.4
120	Unidentified	5.7	5.7	100.0	--	--	100.0
124	Subassembly	131.9	131.9	100.0	--	--	100.0
125	Assembly	180	30.0	16.6	150	83.4	100.0
126	Storage	106.0	8.1	7.7	2.8	2.6	5.4
127	Subassembly	53.0	2.7	5.1	--	--	5.1
134	Shop	61.0	21.8	35.8	--	--	35.8
137	Foundry	22.4	8.0	35.6	--	--	35.6
143	Foundry	6.3	6.3	100.0	--	--	100.0
	Total	591.5	222.3	37.4	152.8	25.6	63.0

Total sq. ft. in section - 904,500.
% structural damage to total plan area - 24.5%

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, A.A.F., BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

Part 4. Probable Aluminum Rolling, Forging and Casting.

Bldg. No.	Function	Square Feet (000)	Structural Damage (000)	% Structural	Superficial Damage	% Superficial	% Total Damage
90	Shop	113.0	--	--	40.3	35.6	35.6
91	Shop and Storage	56.3	56.3	100.0	--	--	100.0
92	Shop and Storage	22.6	22.6	100.0	--	--	100.0
93	Foundry	52.2	52.2	100.0	--	--	100.0
94	Probable rolling mill bldg.	40.0	--	--	19.2	48.0	48.0
95	Probable rolling mill bldg.	19.8	5.6	28.3	--	--	28.3
97	Hammer Press Shop	11.4	0.8	7.0	--	--	7.0
98	Storage	26.1	26.1	100.0	--	--	100.0
101	Shop	148.0	148.0	100.0	--	--	100.0
106	Shop	10.8	10.8	100.0	--	--	100.0
108	Probable rolling mill bldg.	30.0	--	--	4.8	16.0	16.0
110	Shop	48.0	48.0	100.0	--	--	100.0
114	Unidentified	5.8	5.8	100.0	--	--	100.0
115	Unidentified	9.4	9.4	100.0	--	--	100.0
116	Unidentified	14.5	14.5	100.0	--	--	100.0
	Total	607.9	401.0	66.3	64.3	10.6	76.9

Total sq. ft. in this section - 772,100.
% structural damage to total plan area - 52.2%

Part 5. Plant School.

110 A-F) 111 A-V)	School Quarters	94.2	78.0	84.0	--	--	84.0

Total sq. ft. in this section - 94.2.
% structural damage to total plan area - 84.0%

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, A.A.F., BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

Area "B"

Part 6. Original Aircraft Assembly Plant.

Bldg. No.	Function	Square Feet (000)	Structural Damage (000)	% Structural	Superficial Damage	% Superficial	% Total Damage
35	Final or part assembly	41.0	--	--	18.2	44.5	44.5
45	Subassembly	114.5	114.5	100	--	--	100
46	Administration	17.0	17.0	100	--	--	100
47	Final Assembly	57.1	12.0	21.0	45.1	79.0	100
	Total	229.6	143.5	62.5	63.3	27.6	90

Total sq. ft. in this section - 550,500.
% structural damage to total plan area - 26.0%.

Part 7. Repair and Modification Center.

8	Hangar	8.5	8.5	100	--	--	100
10	Hangar	10.0	10.0	100	--	--	100
13	Hangar	8.5	8.5	100	--	--	100
37	Storage	11.5	11.5	100	--	--	100
39	Storage	21.0	14.0	67.0	--	--	67.0
84	Hangar	53.0	--	--	5.0	9.5	9.5
	Total	112.5	52.5	46.8	5.0	4.5	51.2

Total sq. ft. in this section - 1,021,500.
% structural damage to total plan area - 5.1%.

ECONOMIC ASSESSMENT

The economic assessment is divided into sections because of the different functions of various areas of the plant. Reconnaissance photography of 10 Dec. 44 shows that only building 35, a hangar which was possibly used for either final or post assembly work, has been repaired. Much debris has been cleared away, which may have been done for the purpose of salvage. There is no sign of activity at the plant.

Damage assessment is subject to wide errors because of the lack of intelligence concerning the functions of this plant and because a sizeable part of the plant was new and thought to be barely in production at the time of the first attack.

Area "A"

Most of area "A" with the exception of the engine repair, administration, maintenance, and plant school buildings was completed during the period between October 1943 and August 1944. Some construction was still under way in August of 1944, notably engine test cells, 12 of which were uncompleted at that time. No further

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, A.A.F., BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

construction of these cells is evident as late as December. Other buildings may have been planned for the area on available space but no signs of construction were present.

ADMINISTRATION AND PLANT MAINTENANCE SECTION

A fraction over 1 percent structural damage occurred to a warehouse in this area (Bldg. 67). No effect on plant production can be attributed to this.

ENGINE REPAIR SECTION

The engine repair section is located immediately to the W of the aircraft assembly plant. There is a possibility that this section of the plant was used for new engine manufacture as well as repair, but available ground intelligence indicates that it was used only for repairing engines. If it were used for new engine manufacture 150 engines per month could be produced in addition to some repaired engines. If used solely for repairing engines there is an estimated capacity of 500 repaired engines per month provided some of the engine test cells in the new part of the plant were used. On the other hand one PW indicates an extremely low figure of 12 to 15 engines repaired per month.

Because the weight of the evidence favors repair and not new engine production in this section of the plant, damage assessment is considered only in terms of repaired engines.

The principal damage in this section occurred to building 74 which has been variously identified as a warehouse and final engine assembly building. The latter is more logical. Two small shop buildings were completely destroyed and one two-thirds demolished.

Destruction under the roof of the destroyed buildings is estimated to be in the vicinity of 60 engines or their equivalent in parts. Full utilization of the capacity would suggest 250 engines under the roof but available intelligence indicates much less than maximum efficiency so the lower rate was selected.

Because of the availability of space in the undamaged portion of this plant it is thought that the only loss will be the engines and parts actually in the final assembly building since it is necessary only to shift the flow of parts to other buildings with no consequent loss of production during the period of plant recovery.

NEW AIRCRAFT ASSEMBLY AND/ OR ENGINE SECTION

This is the newest section of the plant. It received 24.5 percent structural damage up to 10 Dec. 1944. There is little to indicate that this section was in volume production at the time of the first raid. It is in fact highly unlikely that anything except pipeline production had started so that the effect of damage was only to destroy plant capacity that probably would not be in full production use until the end of 1945 but which would have some production early in 1945.

The capacity of this plant depends on whether or not it was intended to be used for airframe fabrication and assembly, engine production, or completed aircraft productions, i.e. both airframes and engines. The presence of 24 completed engine test cells and 12 more under construction suggest engine manufacture but it is possible that the plant was intended to produce completed planes by manufacturing both airframes and engines.

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, A.A.F., BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

As an engine plant it would have an estimated full production capacity of 700 engines per month which rate could have been expected to be reached in late 1945 or early 1946.

As an airframe plant it could be expected to turn out, when in full production, approximately 150 planes per month.

As a plant manufacturing completed planes it could be expected to turn out 75 to 100 planes per month when in full production.

The economic effect of the bombing was then merely to postpone the use of this potential capacity. The lack of repair to the plant site, which suggests abandonment, indicates that it is now planned to establish production facilities elsewhere. This means an estimated delay of from four to six months before production gets under way and indicates that the full production use as contemplated for this plant will not be reached, if at all, and at another site, until sometime toward the end of the first half of 1947.

ALUMINUM ROLLING, FORGING AND CASTING

This section was new and undoubtedly intended to support the activity of the new airframe and/or assembly plant. The 52 percent structural damage indicates severe damage to equipment. If a new site is selected for carrying on the production planned for this plant the destroyed equipment will have to be duplicated.

The section was probably in partial operation building up a parts pipeline for the new plant.

PLANT SCHOOL

No loss of production can be measured as a result of the destruction of the school.

Area "B"

AIRCRAFT ASSEMBLY PLANT

Area "B" contains the original aircraft assembly plant and facilities for the repair and/or modification of aircraft. It is not possible to make an absolute separation of the aircraft fabrication and assembly buildings from those used for repair, flight hangars, modification, and other purposes. However, it is estimated that about 550,000 square feet of building area is devoted to the aircraft assembly and fabrication functions. This area received 26.0 percent structural and 11.5 percent superficial damage. See Table 2.

Production attributed to this section was 40 Navy float planes, Pete, per month and an undetermined number of the SEB Grace (possibly 5 to 10). Floorspace utilization analysis indicates a minimum potential production for this area of 70 aircraft per month.

The principal structural damage in this section occurred in a building (45) thought to be used for sub-assembly. Combination structural and superficial damage occurred in final assembly building 47 and some superficial damage in a hangar (35) which may have been used for final or post assembly purposes.

On the basis of the above pattern it is estimated that one month's equivalent of completed planes was destroyed in building 45 and two weeks production in the final assembly buildings 47 and 35.

Full production could probably be restored in six weeks. Photo cover shows no indication of repair to damaged buildings, except to No. 35, but this does not necessarily mean that production was not

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, A.A.F., BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

resumed, as there are a number of undamaged buildings on the plant site that could be used for sub and final assembly purposes.

The following table gives the estimated loss in number of aircraft resulting from damage to this section of the plant.

	Under the Roof Loss	Loss while Production is Resumed	Total Loss
Pete	60	35	95
Grace	* 15	10	25

* Probable maximum.

No attempt is made to estimate the loss to planes undergoing repair or modification in this area, but in any event this loss would be negligible inasmuch as the damage was only 52,000 square feet out of a total of approximately 1,021,500 square feet of building area.

FUTURE TARGET VALUE

It is suggested for the following reasons that this plant will have little target value for the next several months at least.

1. The lack of evidence of repair indicating possible abandonment of the plant.
2. The minor nature of the airframe assembly carried on in the undamaged portions of the plant.
3. The lack of evidence of new engine manufacture in the undamaged portions.

Monthly photo cover of this target is recommended so that the above comments can be reassessed in light of evidence revealed by continuous cover.

The target value of this plant as a repair depot may be substantially increased through future operations. Table of organization of the Omura Naval Air Group showing personnel, including mechanics, indicates that the Japanese consider this to be only a medium sized air depot. It is not likely to become as important an air depot as the large naval air stations at Oita and Kanoya, or the Army station at Tacharai.

Addenda

1. Subsequent to the writing of this report strike photos of the 25 October attack and photo cover of 6 November became available. They indicate that building 75 in the engine repair section received two hits and that repair was immediately accomplished. This could not be expected to increase the measurable estimated loss from this section (2) of the plant site but it is indicative of continued use of the engine facilities at that time.

2. The photo cover of 6 November shows the principal damage to have been caused by the 25 October attack.

SCHEDULES AND ILLUSTRATIONS

This report is accompanied by the following documents.

90.36-1627 DP1 - Unannotated post attack vertical aerial view of target.
90.36-1627 DP2 - Industrial Damage Plan.
90.36-1627 DS - Industrial Damage Schedule.

HOLDERS OF JTG FOLDERS SHOULD INSERT THIS SHEET IN AIR TARGET SYSTEM FOLDER: JAPANESE AIRCRAFT

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, A.A.F., BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

~~NOT TO BE TAKEN INTO AIR~~

CONFIDENTIAL

N4. XXI BC

~~JOINT TARGET GROUP, WASHINGTON, D.C.~~
O.A.S.

~~Sheet No. 90.36/1627-US~~
Date 4 Dec. 44 \ 849
~~Page No. 1~~ (2 pages)

INDUSTRIAL DAMAGE SCHEDULE

~~Obj. Folder 90.36~~
~~Obj. Area 90.36~~
~~AAF Target No. 90.36/1627~~
\ 849

~~Place~~ OMURA (Japan)
~~Air Target~~
~~System - Aircraft~~

Lat.: 32°55'N
Long: 129°56'E
~~Alt.: 10 feet~~

~~NAME OF TARGET~~ : OMURA AIRCRAFT FACTORY
~~Location~~: OMURA, KYUSHU

PREATT
POST ATT.

Photo ~~COVERAGE~~ COVER USED

MISSION	PRINTS	DATE	QUALITY	SCALE
4MR30	V48 + 53	10 DEC 44	FAIR TO POOR	1/4000

ATTACK DATE 25 OCT 44 & 11 NOV 44 ENL NO ~~COVERAGE~~ (shadow scale

AC/AS INTELLIGENCE - PHOTOGRAPHIC DIVISION
PHOTO-INTELLIGENCE SECTION

INDUSTRIAL DAMAGE SCHEDULE

TARGET OMURA A/C & NAVAL AIR STATION
LOCATION OMURA, KYUSHU.

Lat: CONFIDENTIAL
Long:
DATE 30 DEC 44
INTERPRETER Ian MacCALLUM
SHEET NO 1 OF 3 SHEETS

AREA NO 90.36/ TARGET NO 1627 849

BUILDINGS				AREAS OF VISIBLE DAMAGE									
REF				STRUCTURAL				SUPERFICIAL					
NUMBER	SUBDIVISION	OCCUPANCY	AREA	H.E	FIRE	H.E + FIRE	CAUSE NOT ASSIGNED	H.E	FIRE	H.E + FIRE	CAUSE NOT ASSIGNED	PRIOR DAMAGE NOT REPAIRED	DESCRIPTION OF DAMAGE
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		SUB-TOTALS BROUGHT FORWARD											
													NOTE: This report serves as a status report only, on the condition of the target as of 10 DEC. 44. Thirty days elapsed between the latest attack and the reconnaissance sortie. Neither bombfall pattern nor the cause of damage are shown inasmuch as evidence has been removed undependable during the interval. The interpreter has full confidence in the extent and severity of indicated damage, however, within the limits of the photographic quality. Prints 49, 51 & 53 are double exposures.
8		HANGAR	8.5				8.5						Site has been cleared.
10		"	10.0				10.0						" " " "
13		"	8.5				8.5						" " " "
35		"	41.0								18.2		Damage repaired prior to 10 DEC 44.
37			11.5				11.5						Demolition complete No action
39			21.0				14.0						Roof has collapsed over 2/3 of area, due to buckling of internal supports.
45	a		26.0				26.0						
	b		13.5				13.5						
	c		75.0				75.0						
46		POSSIBLE ADMINISTRATION	17.0				17.0						N. ~~emolished~~
47	a		9.6								9.6		No action. Damage to roof only.
	b		47.5				12.0				35.5		Partially cleared. Frame still standing
67			43.0				1.5						Damaged area has been cleared
74			32.5				32.5						Site has been cleared.
84		HANGAR	53.0								5.0		Superficial damage not repaired. Absence of circulation would indicate building not in use.
		SUB-TOTALS											
		GRAND TOTALS FIRST AND LAST SHEETS ONLY					353.5				285.7		ALL AREAS TO BE GIVEN IN 1000'S OF SQ FT TO ONE DECIMAL PLACE

HOLDERS OF JTG FOLDERS SHOULD INSERT THIS SHEET IN AIR TARGET SYSTEM FOLDER: JAPANESE AIRCRAFT

25-13702-1

SIDE 1

CONFIDENTIAL

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, A.A.F., BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

CONFIDENTIAL

JOINT TARGET GROUP - WASHINGTON, D.C.

Sheet No 90.36/1627-DS
Date 30 Dec. 44 (849)
Page No. 2 (2 pages)

BUILDINGS				AREAS OF VISIBLE DAMAGE									
REF				STRUCTURAL				SUPERFICIAL					
NUMBER	SUBDIVISION	OCCUPANCY	AREA	H.E.	FIRE	H.E. + FIRE	CAUSE NOT ASSIGNED	H.E.	FIRE	H.E. + FIRE	CAUSE NOT ASSIGNED	PRIOR DAMAGE NOT REPAIRED	DESCRIPTION OF DAMAGE
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		SUB-TOTALS BROUGHT FORWARD											
85			12.6				8.6						No repair evident.
86			20.4				20.4						Debris partially cleared. Demolished.
88			17.5				17.5						Demolished. No action.
89			10.8								0.3		Minor damage. No repairs.
90			113.0								40.3		Cover not clear. Damage may be more severe than indicated, especially to interior.
91			56.3				56.3						Complete demolition. No action
92			22.6				22.6						" " " "
93			52.2				52.2						" " " "
94			40.0								19.2		Minor damage. No repairs.
95			19.8				5.6						Demolition. No action.
97			11.4				0.8						No action.
98			26.1				26.1						Complete demolition. No action.
101			148.0				148.0						Complete demolition. Site has been cleared.
106			10.8				10.8						" " " " " "
108			30.0								4.8		Debris has been cleared.
110			48.0				48.0						Complete demolition. Site has been cleared.
110, 111	A to F, incl. / A to V, incl.	QUARTERS (TOTAL)	94.2				78.0						Complete demolition of 21 units. Remaining 5 units intact. No action.
112	a & b		6.0				6.0						Complete demolition. No action.
114			5.8				5.8						" " " "
115			9.4				9.4						" " " "
116			14.5				14.5						" " " "
119			19.2				1.8						No action.
120			5.7				5.7						Complete demolition. No action.
121-122		ENGINE TEST BEDS											Construction appears to have stopped.
124		(TOTAL)	131.9				131.9						Site has been carefully cleared but there is no evidence of actual reconstruction.
125	a		30.0				30.0						Complete demolition. No action
125	b		150.0								150.0		Frame still standing. Debris has been cleared.
126			106.0				8.1				2.8		No action.
127			53.0				2.7						Damaged area has been cleared
134			61.0				21.8						" " " " "
137	a		3.2				3.2						Demolition. No action
	b		19.2				4.8						" " "
142			6.3				6.3						" " "
													NOTE: One full month after the latest raid, there is a definite lack of activity in the aircraft factory area. It appears that the widespread clearance may have been done for purposes of salvage and that some buildings listed as demolished may have been removed intact to other sites. There is little or no repair.
		TOTAL PLAN AREA 3891.2 M²											
		TOTAL STRUCTURAL DAMAGE 24.5 %											
		" SUPERFICIAL " 7.3 %											
		SUB-TOTALS											
		GRAND TOTALS (FIRST AND LAST SHEETS ONLY)					953.5				285.7		ALL AREAS TO BE GIVEN IN 1000'S OF SQ FT TO ONE DECIMAL PLACE

HOLDERS OF JTG FOLDERS SHOULD INSERT THIS SHEET IN AIR TARGET SYSTEM FOLDER: JAPANESE AIRCRAFT

CONFIDENTIAL

PUBLISHED IN OFFICE OF AC/AS INTELLIGENCE, A.A.F., BY COMBINED PERSONNEL OF U.S. AND BRITISH SERVICES FOR THE USE OF ALLIED FORCES.

TARGET NO. 1627 NAME OMURA AIRCRAFT FACTORY

AREA SASEBO LOCATION JAPAN

Date	Mission No.	Field Order	D.A. Rpt.#	Photo Cover# Pre-Raid	Photo Cover# Post-Raid	REMARKS
27 MAR US	46		30			257,000 destroyed

40.27-1681

SECRET

MITSUBISHI AIRCRAFT PLANT
MISHIMA, OKAYAMA AREA
TARGET No. 1681

BOMB AND FUZE RECOMMENDATIONS

GLIDE and DIVE Bombing

BOMB	FUZE DELAY		WEIGHT OF ATTACK, TONS	
	Nose	Tail	33-1/3% Struct. Damage	50% Struct. Damage
500-lb GP	0.01 *	0.01	65	115

Note: The weight of attack specified is considered to be randomly distributed over the vital areas indicated. Figures include an allowance of 50% for spillover from these areas. THESE ESTIMATES INCLUDE NO ALLOWANCE FOR ABORTIVE SORTIES OR FOR GROSS AIMING ERRORS. Alternate bomb is the 1000-lb. GP fuzed as above.

* If 0.01 delay nose fuze is not available, substitute 0.1 delay nose fuze.

SECRET

10 Jan 44

MITSUBISHI A/C PLANT
MISHIMA, OKAYAMA AREA
TARGET NO. 1681

Vital area: (as delineated on overlay):

Bldg. 4, 4, 7 and adjacent bldgs.	500 x 75 =	37,500
	400 x 1000 =	400,000
	500 x 400 =	200,000
3 No. 8 bldgs.	3 x 200 x 950 =	570,000
No. 9 Bld.	300 x 300 =	90,000
No. 14 (complete)	300 x 900 =	270,000
No. 14 (partially comp.)	350 x 400 =	140,000
		1,707,500

500# GP: MAE = 4000'

Dive & glide bombing:

1,707,500 x 1.0135 x 10^{-4} = 173 bombs
50% for spillover = 87
Total for 1/3 damage = 260 bombs = 65 tons

1,707,500 x 1.7329 x 10^{-4} = 296 bombs
50% for spillover = 148
Total for 1/2 damage = 444 bombs = 111 tons

Target No. 90.36 - 1627 I, B, 1

OMURA A/C, KYUSHU 32-55N, 129-56E

SUMMARY OF ATTACK DATA

DATE	SHIP	GROUP OR SQUADRON	ACA REPT NO	WEAPONS NO.	WEAPONS TYPE	FUZING NOSE	FUZING TAIL
18 Mar 1945	Bunker Hill	VB-84	12	8	500#GP	I	.01
				8	250#GP	I	.01

CONFIDENTIAL

C. I. U.
XXI BOMBER COMMAND
APO 234, c/o POSTMASTER
SAN FRANCISCO, CALIFORNIA

Combined PI Sections: 3rd Photo Recon Sqdn and 35th Photo Tech Unit)

29 March 1945

STRIKE ATTACK REPORT NO. 6

TARGET 1627
OMURA AIRCRAFT FACTORY
32/55 N--129/56 E

XXI Bomber Command Mission 46

Date Flown: 27 March 1945

SUMMARY

Smoke obscuring the target area prevents definite evaluation of bombing accuracy. On a basis of observed bomb impacts, accuracy is classified as fair.

A total of 56 bomb bursts are identified, 16 (29%) of which are within 1000' of the AP.

At least 5 hits are observed on major buildings in the plant area and 2 fires are seen in a block of engine test cells.

ATTACK INFORMATION RECEIVED:

Wing	No. of A/C	Bombs dropped
314th	37	333 x 550 lb. GP AN-M-64

Aiming point: 130-023, Lithomosaic of Omura Airfield and Seaplane Station, Target 849, CINCPAC-CINCPOA.

STATISTICS ON BOMBING ACCURACY:

No. of bombs dropped - 333
No. of impacts identified - 56

2 visible hits within 500' of AP
14 visible hits within 500'-1000' of AP
17 visible hits within 1000'-2000' of AP
3 visible hits within 2000'-3000' of AP

Percent of bombs dropped within 1000' of AP - 4.5%
Percent of bombs identified within 1000' of AP - 29%

Strike Attack Report No. 6, cont'd.

RESULT OF BOMBING:

Smoke obscured target area. On a basis of the percentage of identified bombs dropped within 1000' of the AP, accuracy is considered to be fair.

STRIKE PHOTOGRAPHY RECEIVED:

21	Bomber	Command	5M 46	203V: 1-25
"	"	"	"	204V: 2-32
"	"	"	"	205V: 1-37
"	"	"	"	207V: 1-10
"	"	"	"	209V: 1-8
"	"	"	"	213V: 1-11
"	"	"	"	216V: 1-4
"	"	"	"	217V: 1-9

PRINTS ATTACHED: 3PR5M 75-2: 42 annotated
21BC 5M 46 209V: 5

APPROVED Hamilton D. Darby
HAMILTON D. DARBY
MAJOR, AC.

DISTRIBUTION: "B"


21BC-5M16-209V 5-3-27-0208E-12"15000-272°-KYUSHU-RESTRICTED


KEY
FIRES
BOMB BURSTS
SMOKE OBSCURED
3000'
2000'
1000'
849
1627
N
OMURA NAVAL AIR STATION (849)
OMURA AIRCRAFT FACTORY (1627)
STRIKE ATTACK REPORT NO. 6
XXI B.C. MISSION NO. 46-27 MARCH 1945
C.I.U. - XXI BOM. COM.
3PR 5 M75-2 42, 9 March 1945)