



side of the ship and the other side of the ship.

12. The crew of the ship, as well as the crew of the other ships, were very concerned about the safety of our ship. They were very concerned about the safety of our ship. They were very concerned about the safety of our ship.

Signed  
LORIS L. STANLEY  
Major, Air Corps  
Intelligence Officer

While the above events were taking place we received the good news concerning the safety of Captain Schaal and his entire crew via telegraph from the XX Bomber Command on 17 August. And, as we were eating ice cream about 1500 on the afternoon of August 26, the shuttle ship-apt hit Captain Schaal and his crew. They certainly received a warm welcome, and it wasn't long before you could see individual members of the crew cornered off somewhere with people shooting questions at them from every side.

At 1500, August 16th, we had a general and specialized briefing for all crew members in the bar deck at A-1. General Saunders gave us the target--the Imperial Iron and Steel works at Yawata, Iwajima Island. Speculation had more or less favored this target, but his statements gave us the first definite proof.

The briefing procedure was the same as for all the previous briefings, except that it took almost three hours to disseminate all the information. Once again we were to hit the Japs at one of their most vital points, only this time we were going to accomplish it in daylight, using four ship diamond formations.

The bomb load of each plane varied according to its trend for gas consumption--some carried six, while others packed eight 500 pounders.

The story of this spectacular mission can best be told in the following account of the mission by Captain Howard, who flew plane 306.

YAWATA DAYLIGHT FORMATION MISSION  
395th Bombardment Squadron  
Plane 26306  
Captain Howard and Crew 11

On the 16th of August we left Okinawa for a trip over the island of Iwajima. The target was the Imperial Iron and Steel works at Yawata. The target was the Imperial Iron and Steel works at Yawata. The target was the Imperial Iron and Steel works at Yawata.

...higher than we could see... then all.

...at 10,000 feet... then the thunder roared... one in a while... not forget... in a dark cloud... picking up rain... then suddenly we hit an extremely jolting bump... some of our aircraft have... 15000 feet... the tail gun... compartment... out... The entire... it

...together with a... the... the following way.

The... group... discussed the... planning... time capacity for the proposed mission.

On the 19th of August we... readiness for... the... Radar Operators... while the... off the... wings.

At 1400, the... All crew members had a... General... We had speculations as to the target but this was the first definite confirmation. We were all quite pleased yet still fully aware of the dangers... upon us in a daylight mission over Japan's homeland.

We received all pertinent information in both the general and specialized briefing which took about three hours to complete. Our minds were swirling, we received so many instructions to absorb.

At 0530 the next morning, 20th of August, we were awakened. Breakfast at 0600, transportation to the planes afterwards which were already parked in take-off order. We started our engines at 0850 and took off at 0905.

Shortly before starting our engines we had a 20 to 30 minute rain shower which settled the boundless dust--a blessing if ever there was one. Even though we had little or no dust it was very hazy on take-off and we could not see the plane in front of us after he left the runway.

Visual contact with any plane was impossible for the present so we picked up the lead plane's IFF in our 729 scope and the Radar Operator kept us informed of all other planes in the vicinity. At 1500 feet we leveled out between layers of thin stratus clouds. Visibility was still very poor due to the haze, also, the... drifting pairs of clouds every few minutes.

Several... but only for a few... ahead of us... Captain... writing to...