

These are the actual comments that I  
made after each mission. Some of the language  
has been cleaned up but not all of it,

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Serial number--3I340343

## The Missions That I Flew From Tinian

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1. February 18, 1945---Went on a 7 hour mission to Truc<sup>K</sup>. Bombed the runways. Saw enemy fighters but they did not attack. Got back and got 2 shots of rye. Had interrogation and went to bed.

2. March 9 and 10, 1945 ---Went on a mission to Tokyo. Took off at 7:09 P.M. Had no guns or ammo. Had 32 incendiary bombs. Went through a lot of clouds and rain storms. Hit Tokyo Bay at 2:30 A.M. Saw a night fighter twin engine job. It did not attack. There were 300 planes on the raid. We were the 16th plane over the target. Plenty of flack and tracer bullets in the air. Went in at 6200 feet. They shot up all they had. We were caught in a search light and flack. We got the bombs away but got hit in the bomb bay with flack. We went into a black cloud but it was a heat thermal that tossed us around and almost cracked us up. The flames and smoke were up to 10,000 feet. We went right through it. The whole area of Tokyo was ablaze. What a beautiful sight. You could see as clear as day. You could see the fire for 150 miles. Got away and landed at 10:57 March 10th. This was a 15 and one half hour flight.

3. March 11, 1945.---Took off at 6:30 P.M. headed for Nagoya. Had to fly over Nagoya at 7300 feet. Passed over a Jap battleship but did not see it until we had dropped our 32 incendiaries on the dock yard installation. The whole place blew up in our face when they hit. We were the 16th plane of 300 B-29's. There was plenty of flack and it was all around us. The search lights did not pick us up but they tried hard. They went out when we got near enough because they were scared. They threw up 40 M M and 90 MM. Also small arms but it was all too high. We flew back and landed at 10:00 A.M. Had interrogation and ate 12 ears of corn. and 2 steaks with all the trimmings. Had only the tail loaded with 1000 rounds of ammo for each gun. Did not see any night fighters and was glad of it. Sweated out the gas. Only 300 gallons left at landing time. This was a 15 and one half hour mission.

4. March 13, 1945---Took off for Osaka at 6:35 P.M. Flew to the target and bombed at 7500 feet. It was a radar run because we were in the soup. The place was burning like the Devil. They threw a bit of flack at us. We had 2 fighters on our tail for quite some time but lost them in the soup. We saw some ships drop their incendiaries about 25 miles out in the ocean. We had some distress calls. We flew over Iwo Jima on the way back. Got back to the base at 10:15 A.M. Had interrogation. Had a drink of whisky. Had a meal. We were all so tired that we could not stand up. This was a 16 hour mission.

5. March 16, 1945. Took off for Kobe at 6:30 P.M. Had 200 rounds in each tail gun. Flew all the way to the target at 5000 feet. Went over the mountains and up the inland Sea.

and hit Kobe at 7500 feet. We had 3 fighters on ~~our~~ <sup>our</sup> tail but managed to shake them. The target was burnin ~~g~~ like Hell. No flack or searchlights. We had 2 fighters on our tail. and one on ~~our~~ left wing on the way out but they did not hit us. Tokyo Rose said she knew we were comming and she had a surprise for us. The fighte <sup>RS</sup> were the surprise. Flew back ~~to~~ and landed at Iwo Jima to get gas. What a hell hole. It is all smashed to Hell. The boys are living in fox holes. The place is covered with volcanic ash. It is ankle deep. They were still fighting there when we landed and took off. We could see the mortar fire, rifle fire, flame throwers etc. in action. The ambulances were working overtime. We saw truckloads of dead Jap bodies being carried to shell holes to be buried. We got back at 2:30 P.M. It was a 17 hour mission.

6. March 24, 1945----Took off for Nagoya at 5:45 P.M. Flew to the target. No fighters but about 75 searchlights. No flack. We had 26 general purpose high explosive bombs and three incendiaries. The target was knocked to Hell. It was an aircraft factory. The tail turret was out and would not work over the target. There was a full moon and the sky was like day. We came back and landed at 8:04 This was a 15 and one half hour mission.

7. March 27, 1945---We took off at 1636 and flew to Japan. We passed over Iwo Jima. We went to the entrance of the Jap Inland Sea and The China Sea. We dropped 12 magnetic mines. There were all kinds of ships in the harbor. They had us in the searchlights ~~for~~ for 2 minutes. It was like daylight outside. when they got us. They threw up plenty of flack but none hit us. We decincerenized the throttles and turned back and fourth, up and down, but they held us in the lights. There were a Hell of a lot of lights and ~~of~~ heavy flack. They got a lot of the planes in the lights. We saw them shoot one B-29 out of the air. It was in the lights and blew up in mid air. We got away with our ass in one piece but we were lucky as Hell. It is the most heavily defended part of Japan. The Japs will have to use a different entrance to the Inland Sea. This exposes them to the United States submarines. We lost one ship in the 40th Squadron and 4 others in the groups. They rounded the Japs around there just before we got there. There was fire all around. We saw them. We got away. They knocked out the Jap fighter bases around there before we got there. It was really a rugged mission. The moon was out and it was clear. We got back at 20,000 feet. This was a 14 and a half hour mission.

8. March 30, 1945. Went to the Inland Sea near Kobe. Took off at 6:58 P. M. Went to the straights of the Inland Sea. It was to bottle up the Jap naval base in there. We had 6--2000pound mines. We had to make two runs on the target before we dropped the mines.

We saw one search light that picked us up immediately. No fighters or flack. We were in the moonlight all the time and were perfect targets. We came back at 20,000 feet. We landed at 9:05 A.M. They lost 2 ships on take off at the 9th Bomb Group. They both blew up. The tail gunner got out of one and 8 men got out of the other. This was a 14 and one half hour mission.

9. April 6, 1945-----Loaded 500 rounds of ammo in the guns all afternoon. Worked and sweated like Hell. Had briefing at 0145 on the 7th. Took off at 4:30. We flew to the coast and rondviewed for 2 hours trying to find a formation at 20,000 feet. Could not find them so we did not go to Nagoya. We bombed a fishing village. Blew it off the map. We came back at 20,000 feet. Landed at 7:00 P.M. We found out that Captain Ramsey's ship was hit by flack. Dusty Fannon had 2 holes in his legs and one in his face. Slater had a hit in his ass. They are O.K. Captain Preston cracked up and there were only 5 survivors of the crew. This was a 14 hour mission.

10. April 12, 1945 -----We took off at 2:00 A.M. We ~~was~~ We flew as Super Dumbo. We circled off the coast of Japan for 5 hours. We rondviewed with a submarine and sent out weather reports. We had a long mission. Came back at 8:30 P.M. Had supper and went to bed. We were all so tired that we could hardly stand up. The other boys hit an aircraft plant and petroleum plant north of Tokyo. Captain Ramsey led them 20 miles off course. He was chewed out but good. This was an 18 hour and 45 minute mission. It also happened to be my 20th birthday.

11. April 15, 1945-----Took off at 5:04 P.M. We flew to Kawasaki. It is between Tokyo and Yokahama. We had to circle for 15 minutes to wait to go into the target Bombs away at 12:25 A.M. There was plenty of fighters and flack. Mackies ship was hit. We left this place burning good. We hit a smoke cloud and went for a rough ride. It was black as a cave in it and I said my prayers. We got out of it O.K. We landed at 6:30 A.M. This was a 13 hours and 30 minutes mission.

12. April 20, 1945-----Took off at 2400M. We went to Kanoya East Airfield and bombed. We got a flack hole above the radio operator. We saw 8 fighters. One flew right through the formation. It was a Zeke. We were bombing the airfields there because the fighters were knocking the shit out of the boys in Okinawa. The flack was really at our altitude and thick as hell. It was black and thick as Hell. We landed at 1415. This was a n 18hour and 25 minute mission. For the first time I noticed that I am getting jittery and nervous and I do not like it.

13. April 23, 1945--- Took off at 2:15 A.M. We flew in formation after we hit the coast of Japan. We saw Mount Fugiana .We had flack on the way in. It was at our altitude and shook the ship. We had holes in the ship. We got the bombs away and the fighters came in and we shot like Hell. There were twin engine Zekes, V Tonies, abd other types. We were shot at from all sides. I hit 2 and made them smoke. We had one engine shot out. Number 3. We came back on 3 engines. We got 100 holes in the ship. I had a lot around me but I did not get hit. All the ship was covered with holes. We got flack and fighters. It was a field day for fighters and flack. Our formation really got the shit shot out of it. No one was knocked down but every plane was damaged. We landed at 6:30. This was a 15 hour and 30 minute mission.

14. April 29, 1945----Took off at 3:00 A.M. for Tachiokawa. It was an aircraft factory west of Tokyo. We sweat the takeoff out. Almost had to salvage the bombs . We went over Fugiana. Picked up flack. Got some dents in the wings from it. We dropped our bombs and picked up fighters. We got a hole in the rear end over the lower aft turret and it shot out the wares. The tail would not work until I fooled around and cut out the computer. When the guns were out a fighter put a hole 6 inches from my head in back of me. The tail was out, the lower aft out, the lower foreward out of ammunition, the upper foreward out and just the upper aft working. The fighters really came in. Mac shot one Tony down. I shot holes in 2or 3. We got back O.K. There were 30 attacks by fighters on our airoplane. Toney's, Zekes, 2 engine Irvings. They were thick as Hell, and me with my tail guns out. The computer was hit and would not make the guns work. It was 14 hours and 35 minutes.

15. May 3 , 1945---Took off at 6:21 P.M. Went to the Straits of Nagasaki between the Inland Sea and the China Sea. Had 12 magnetic mines. Dropped them and did not see a damned thing. No searchlights, flack, or fighters. Saw one fighter in the distance . Saw a Jap heavy cruiser. Flew back and landed at 9:15. This was a 14 hour and 30 minute mission.

16. May 5, 1945--- Took off at 6:30 P. M. Took off to mine south of Kurie. We got part way down the runway and our engines started smoking so we stoped and had to go back. We had our mines loaded into Captain Fortunes ship number 7. We loaded the guns and our stuff aboard . We took off at 7:45 P.M. Flew O.K. and flew through snow and rain and ice and clouds. We went over the target and dropped the mines right in the middle of a snow cloud. We bounced around. We saw no flack etc. We landed at 9:15 A.M. This was a 14 hour mission.

17. May 9, 1945-----Took off at 2400M. Had II, 1000 pound demolition bombs. Flew to Usa and bombed an airfield there. We rendezvoused off the coast of Japan and went in a I2 plane formation. We saw an aircraft carrier and Jap heavy cruisers in the different bays of the Inland Sea. They are afraid to move because of our magnetic mines. We were intercepted by I5 twin engine fighters. Jakes or Irvings. A couple of ships got holes in them. No serious damage. We got a few flack bursts below us. Jim Brooks got a probable 2 engine fighter. We got away O.K. We landed at 3:15P.M. We had 200 gallons of fuel left. The closest we have ever come. This mission was I4 and one half hours.

18. May 16, 1945----- While waiting to take off we saw a B-29 hit the runway and explode. All the crew bailed out. 4 ships cracked up on take off. We took off at 9:31 P.M. We went to Nagoya. We flew through rough weather most of the way. We went over the target at about 5:00 A.M. The dawn was coming up. There were big smoke clouds over Nagoya. It was burning like Hell. A few searchlights tried to pick us up but they could not get through the clouds. No flack or fighters. Back at 16,000 feet and landed at 10:56 A.M. This was a I4 and one half hour mission.

19. May 18, 1945---We took off at 5:00 A. M. to bomb Tachikawa aircraft plant north of Tokyo. We got almost there and we had to feather number 3 engine. It would not feather. We dropped our bombs on Shizuolsa. When we got 150 miles from Iwo Jima number 3 engine started shaking and blew a cylinder out of the top of the engine. Part of the cowling blew off and the engine started breaking up, The instrument, shook up and were out. The oil was all over the wing, engine, and tail. We got ready to bail out but then we decided to ditch near Iwo Jima. The engine was windmilling and shaking so bad I could not even read the numbers on my watch. We landed on Iwo. They gave us another ship to take back but we had to feather two of the engines so we came back. We stayed overnight and hoped the Japs wouldn't skit our throats at night. We saw the island by jeep and it was all shop up. We got another ship that made it back to Tinian. This was a mission of 20 hours total flying time.

20. June 4, 1945---Took off at 1:00 A. M. to Kobe. Flew at about 10,000 feet to the coast of Japan. We got in formation after a while and then headed in over target at 14,000 feet. We saw a bunch of fighters and got heavy and accurate flack all around us. One boy out of the 505th was going down with one engine smoking and 4 fighters were on him. We got flack holes in the right wing, left wing, number 2 engine, and the tail. The smoke was up to 17,000 feet when we went in and we saw it burning like Hell. A fighter dropped a phosphorous bomb and just missed us. We went over Osaka on our way out. You could hear the flack bouncing off the wings and fuselage. We got back at 3:30 P.M. It was a I4 and one half hour mission.

21. June 6, 1945-----Took off at 5:39 for Osaka. We had to fly through rough weather. Rendezvoused over the bay of Osaka. for about one hour until we found the 6th Group formation. We went over the target and it was IO/IO covered so we could not see the ground. There were plenty of big thermals. Saw 3 fighters but only one attacked. There were a few bursts of flack. we caught one in the forward nacell of number 4 engine. It did not hurt the engine tho . We were sweating out gas though. Saw several phosphorous bombs though. They were shot up by ack ack guns. 11 ships of the 6th landed on Iwo because of lack of fuel. This was a I4 and one half hour mission.

22. June 8, 1945---Went to Akashi aircraft plant. We dropped 4000 pound general purpose bombs. We saw no flack or fighters.2 We could feel the explosions at 18,000 feet. We saw a big Jap aircraft carrier in a bay. It was near Kobe. We had an easy run. This was a I4 and three quarter hour mission.

23. June 14, 1945----- Took off at about 3:00 A.M. for Osaka. We got over the target and dropped our 100 pound jelly bombs. We had to feather number 2 engine due to mechanical failure. We did not see anything but clouds. It sure was swell to be on a peaceful mission. We got back about 6:00P.M. This was a I4 and one half hour mission.

24. June 19, 1945-----Took off at 5:15 P.M. and flew to Fukuoka on the top of the island of Kyushu. The town was a small seaport and it was burning like Hell. A small bit of flack was seen but it wasan't heavy. Got back at 8:16 A.M. Had 2 night fighters follow us a ways. I operated the Radar a few times on the way back. This was a I4 and One half hour mission.

25. June 21, 1945-----Took off at 0250 A.M. for the Kawasaki aircraft plant near Kagamigahara and had 3---4000pound bombs and 1---2000 pound bomb. We went over a lot of land. Got one flack hole in our left wing. Shot at 3 fighters. One Irving, one Zeke, and one Toney. We got a good hit on the target. There were 9 planes in the formation. Got back to base at 4:35 P.M. It was a good mission. Not too much opposition. This was a I4 hour mission.

26. June 28, 1945-----Took off at 6:00P.M. for a town south of Yawata. It was good weather up and back. Bombs away at 1:30. It was undercast and overcast. The fires were burning good. No flack and no fighters and only 2 searchlights that could not get through the clouds. We landed at about 8:00 A.M. It was the ship's maiden voyage and she flew swell. This was a I4 and one half hour mission.

27. July 1, 1945----Took off at 6:20 P.M. for Ube. It is a small industrial center. We had good weather all the way up and back. We hit the target at 2:20. It was burning like Hell. No flack or fighters. There were plenty of smoke clouds and fire. Plenty of B-29's in the area. We saw a lot of Jap shipping in the harbour. Got back to base at 8:05A. M. This was a 15 hour mission.

28. July 3, 1945 ----Took off for Himeji at 5:20 P.M. We had good weather all the way up. We got screwed up on the course and dropped our bombs, 100 pound incendiaries, 10 miles off the target. We went over the target on our way out and it was burning fine. We were a pathfinder We were the 11th plane over the target. We did not see any lights or flack near us. We landed at 8:40 A.M. This was a 13 and a half hour mission.

29. July 9, 1945---- Took off at 6:20 for Wakayama. We went all the way up O.K. Did not see any flack. The city was burning like Hell. We had to go through a thermal. It was black and rough as Hell. We got away O.K. We got shaken up a bit but we were prepared for it. This way it was not so bad. We landed at 7:25. This was a 13 hours and ten minute mission.

30. July 12, 1945----Took off at 6:21 P.M. for Tsuruga on the ~~northern~~ northern shore of Honshu north of Nagoya. There was soup all the way up, over the Empire. We were over land 56 minutes. All the bombs went but one in the rear bombay. We kept the navigation lights on over the target. Number 3 engine almost quit on us. We did not see anything and got back to base at 7:21 A.M. This was a 13 hour and 20 minute mission.

31. July 19, 1945----Took off at 7:30 P.M. for Choshi. It was pretty good weather all the way up. We just hit the tip of land west of Tokyo. Just about 10 seconds over land. No flack or fighters. There were good fires burning over the target. We had good weather back. We landed at 8:00 A.M. This was a 12 and three quarters hour mission.

32. July 25, 1945----Took off at 12:00 noon for the China coast 60 miles south of Vladavostock, Russia. We landed at Iwo Jima on the way up and got gas. We had seven 2000 pound mines. We flew to the Empire and across it and across the China Sea to the China coast. We dropped the mines just off shore and headed back. Flew all the way back O.K. I stayed 7 hours in the tail. It was cold up there. We did not see any opposition. I saw The Big Dipper and it looks just as it does at home. This was a 19 and one half hour mission.

33. July 29, 1945----Took off at 12:00 Noon for Iwo Jima. Gassed up the ship and took off for the China coast. Crossed the Empire and China Sea. We dropped seven 2000 pound mines just off the China coast. Flew over part of China and Russia. We flew all the way back O.K. No opposition. We had to feather number one engine coming in for a landing. This was a 20 hour mission.

34. August 1, 1945---- Took off with seven 2000 pound mines at 5:30 P.M. for a small town just north about 100 miles of Ywata. Saw one searchlight but no flack. It was on the northern part of Honshu. Some undercast but the moon was out. A good run. We landed at 7:26 A. M. This was a 14 and one half hour mission.

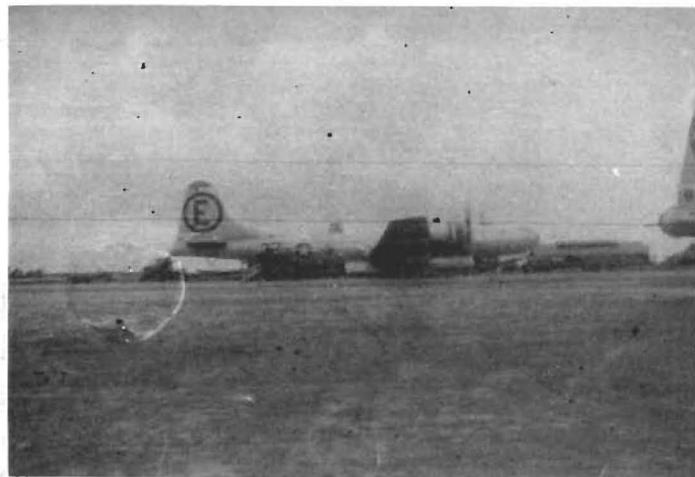
35. August 5, 1945--- Went on Super Dumbo for the 509th. We flew for 3 hours off the coast of Japan. About 25 miles. We flew back and did it ever feel good to land and turn off the Put -Put for the last time. No more combat. Note--- This mission was the mission that the 509th dropped the first Atomic Bomb on Hiroshima. This was a 19 and one half hour mission.

The End.

HQ AT 6TH B.G.



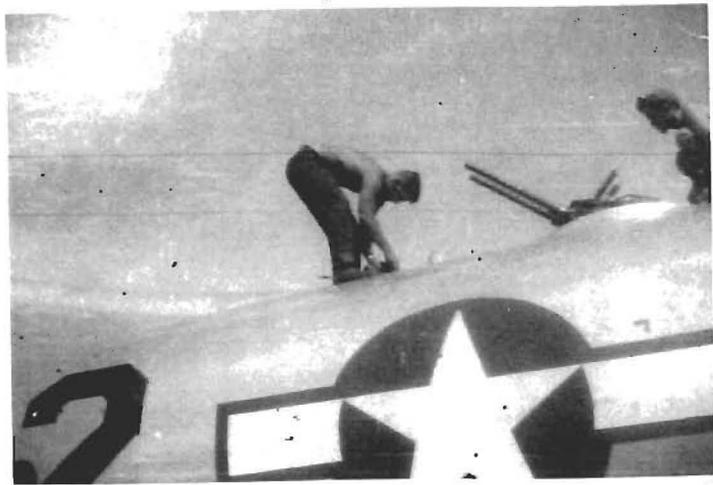
504TH AIRPLANE



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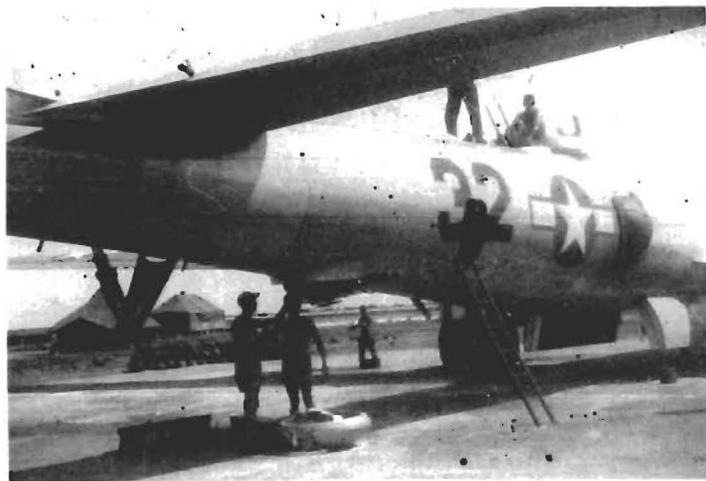
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