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COMBINED FLEET ORDER

Air Combat Regulations for SHJ Operations are established in the Separate Volume. The Separate Volume will be distributed to the proper authorities.

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Combined Fleet Ultrasecret Operation Order 85

Separate Volume

91 of 400 copies

(TH Pencilled inscription "YAMA" in margin crossed out and "NACHI" substituted.)

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GENERAL PROVISIONS

These regulations for air combat are based on the Outline for Combined Fleet SHO Operations and establish the provisions to which the operations of base air forces must conform. When carrier-borne forces operate from land bases, they will endeavor to conform to these regulations.

I. ESSENTIALS FOR DIRECTION OF AIR COMBAT

A. The essentials to which the direction of air combat in SHO Operations must conform are as follows:

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1. The essence of operational command is that the officers and men of the Combined Fleet, under the divine supreme command, will die in the defense of JAPAN when its fate is at stake.

2. Perfection of combat effectiveness, particularly training in the technique and utilization of new weapons and tactics, will be hastened as much as possible. At the same time, strength will be built up for the decisive battle.

3. Present strategic strength will be utilized to the utmost. Early surprise attacks will be stressed and plans will be made to annihilate the enemy forces, particularly aircraft carrier forces. When the enemy attacks in the anticipated battle area, all air strength

will be massed and the enemy sea-borne attacking force will be annihilated. In this action, Army air forces, surface forces, submarine forces and garrison (SHORE) forces will co-operate.

4. If the enemy attacks in the battle area before preparations are completed, a counterattack will be launched with the forces available, thus rendering the enemy plans ineffective.

5. Reinforcements will be sent to turn the tide of battle and to make pursuit action possible.

B. The essentials for direction of air combat are as follows:

1. Base air combat before the decisive battle.

Air forces will be widely dispersed. The principal aim will be to exhaust and destroy enemy forces by flexible operations (engagements). Quick riding attacks will be made on enemy bases and resources. Interception will be stressed. Radar search, lookouts and ground fire will serve as the basis for base anti-aircraft defense.

2. Air combat against the enemy sea-borne attacking forces

A portion of the riding attack forces will strive to annihilate the enemy aircraft carriers. Most of the air forces will move at the same time to parry the preliminary enemy attack. The enemy will be permitted to approach as near to our bases as possible. Then, the full strength of the Army and Navy Air Forces will be mustered, short but persistent day and night attacks will be made and the enemy aircraft carriers and troop transport convoys will be annihilated. The following types of Army and Navy airplanes will be used:

USAF		NAVY	ARMY
Reconnaissance	Neutralization of anti-aircraft fire		Type 1 Fighters (IN ORCA.) Heavy Bombers (IN B-29)
	Rescuing bombers	Fighter planes	Type 2 Fighters (IN F-4) Type 4 Fighters (IN F-105)
Against aircraft carriers and transportation		Fighter planes Land-based attack planes Land-based bomber (GIMES) (IN F-4) Carrier-borne attack planes (IN F-4) Carrier-borne bomber (IN F-4) Carrier-borne bomber (IN F-4)	Heavy heavy bombers (IN B-29) (IN F-4)
	Attack on aircraft carriers		
Attack on transport		Type 96 Land-based Attack Planes (IN F-4) Type 97 Carrier-borne Attack Planes (IN F-4)	Type 98 Assault Planes (IN B-29) Type 99 Two-Engine Light Bombers (IN F-4)

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(The Types of Army and Navy airplanes used in air combat against enemy sea-borne attacking forces.) (Continued)

USN	NAVY	ARMY
Attack on transports	Type 94 Carrier-borne Bombers (TH VAL.) Seaplanes HRI Fighters (GEMO) (TH IRVING.)	Type 1 Fighters (TH OSCAR.) Type 2 Two-seat Fighters (TH NICK.) Type 3 Fighters (TH TONY.) Heavy bombers (principally for night bombings)

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In case our air forces are insufficient and great strength cannot be brought to bear against the enemy task force, plans will be made to annihilate enemy aircraft carriers by means of raiding attacks. The greater part of the attacking strength will be diverted to attacks on transports before and after the landing convoy has anchored. Strength will be assembled to break up enemy landing plans at the outset.

3. When the enemy makes an air attack on vital areas in the homeland, antiaircraft defenses will be strengthened. At the same time, irrespective of the above outline, the initiative will be taken and attacks will be launched.

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4. In order to wage such a battle, the entire air force will mass and carry out quick, flexible maneuvers. Defenses against bombing will be strengthened at the principal air bases and plans will be made for quick repair of air strips.

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5. If the air forces dispersed in the area of enemy attack have to withdraw to avoid the initial attack of the enemy, they will prepare to gather strength and to launch a powerful counterattack when the opportunity comes for a decisive victory. However, an attack will be made with all available forces if it appears that under existing conditions withdrawal is impossible or that good results can be achieved with the forces available, or if it seems advantageous from the point of view of continuing the entire operation to attack at once.

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II. COMBAT REGULATIONS FOR HIKOKITAI

A. General Provisions

1. These regulations prescribe the essential principles to be adhered to by HIKOKITAI. They co-ordinate the tactical concepts relating to participation of base air force HIKOKITAI in Combined Fleet SHO Operations in order to provide a basis of understanding between the various forces.

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2. The combat regulations prescribe basic tactics, without details, in the light of current combat strength. They will not be applied blindly to the tactical situation, but nevertheless they must be adhered to in spirit.

3. Quick, flexible maneuvers to meet the tactical situation of the HIKOKITAI will fully manifest the combat strength of the base air forces participating in the SHO Operations. Each HIKOKITAI will train for flexibility and will be expected to develop orthodox and unorthodox, deceptive and real, individual and combined maneuvers to meet operational demands.

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B. Basic Organisation of HIKUKITAI

The basic organisation of HIKUKITAI will be as follows:

1. KUTAI

- a. A KUTAI will consist of two HENTAI of two airplanes each.
- b. The commanding officer will be called KUTAICHU.
- c. Each KUTAI will be assigned a number common to the specially organised HIKUKITAI to which it is attached.
- d. HENTAI within KUTAI will be designated 1 HENTAI and 2 HENTAI for classification purposes.

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2. SHUTAI

- a. A SHUTAI will consist of two KUTAI.
- b. The commanding officer will be called SHUTAICHU.
- c. Each SHUTAI will be assigned a number common to the specially organised HIKUKITAI to which it is attached.

3. CHUTAI

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- a. A CHUTAI will consist of two SHUTAI.
- b. The commanding officer will be called CHUTAICHU.
- c. Each CHUTAI will be assigned a number common to the specially organised HIKUKITAI to which it is attached.

4. DAITAI

- a. A DAITAI will consist of two CHUTAI.
- b. The commanding officer will be called DAITAICHU.
- c. When necessary, each DAITAI will be assigned a number common to the specially organised HIKUKITAI or SHUDAN.

5. SHUDAN

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- a. A SHUDAN will consist of at least one DAITAI. The SHUDAN is the basic unit of attack containing all types of airplanes. It will usually be organised (activated).
- b. The senior commanding officer of the HIKUKITAI within the tactical SHUDAN will normally act as the SHUDAN commanding officer. Depending on the situation, an officer may be specially assigned to act as full time SHUDAN commanding officer.
- c. When necessary, each SHUDAN will be assigned a number common to the base air force in conformity with the distribution of forces.



C. Naval air combat

1. Scouting

UNCLASSIFIED

a. General provisions

Page 3/166 (1) The principal objectives of patrolling and scouting will be to spot enemy aircraft carriers, to ascertain quickly their over-all situation and to keep in touch with the situation. Enemy transport convoys also will be scouted to aid in the constant assessment of enemy invasion plans.

(2) The outline for patrolling and scouting generally will conform to the outline for air patrols established for Combined Fleet base air forces.

Page 3/166 (3) In general, GINNA (TN FRANCES.) will normally be used for patrolling and scouting. Where interception of enemy task forces is likely, the SAIUN (TN MYRT.) or Type 2 Carrier-Borne Reconnaissance Plane (TN JUDY.) will be used. Forced scouting of important scouting and patrol lines will be assisted when necessary by a direct escort of two to three fighters.

(4) In general, airplanes used for patrol scouting will carry a reconnaissance overload.

(5) Except when indicated by special order, the time of departure will follow the base time of departure schedule.

Page 3/167 (6) Scout plane units will depart at the same time whenever possible. In cases where the time of arrival at the terminus of the scouting line is directed, the time of departure will depend on the type of airplane and the base from which it is to take off.

(7) When scout plane units depart, each patrol sector commanding officer will quickly report the scouting line, time of departure and the anticipated time of arrival at the terminus of the scouting line. Shortages occurring along the scouting line for whatever reason will be reported immediately and a substitute airplane will be dispatched.

Page 3/168 (8) When the enemy fleet is split into several units, each unit will be specially designated. This will be done to avoid confusion in distinguishing between units when reporting their discovery or in evaluating the disposition of their striking power.

(a) When several enemy units are spotted by the same airplane, each unit will be assigned the patrol line designation for the airplane, followed by I* RO* HA*, etc, respectively, in the order of discovery.

Example: When three enemy units are spotted by U10 Scout Plane, the enemy units will be designated U10 I*, U10 RO*, and U10 HA*.

Page 3/169 (b) When two or more airplanes spot the same target, the target designation will be standardized according to the order in which the target was spotted. To standardize the designation, a composite estimate will be made by the senior commanding officer of the area in which the enemy is spotted.

Note: The symbol * indicates an exact ROMAJI transliteration of the original KANA.

Page 3/170 Example 1: When target F25 I* spotted by Scout Plane F25 is the same as target F25 H* spotted by Scout Plane F25, the commanding officer of Patrol Sector F will make a composite estimate, as outlined above, and will standardize the target designation as F25 I* in accordance with the order of discovery.

Page 3/170 Example 2: When target 025 I* spotted by Scout Plane 025 is the same as target Q30 I* spotted by Scout Plane Q30 I*, the commanding officer of the base air force of sectors O and Q will make a composite estimate and will standardize the target designation as 025 I* in accordance with the order of discovery.

Page 3/171 Example 3: When target 025 I* spotted by Airplane 025 is the same as target H4 H1* spotted by Airplane H4 H1*, the senior commanding officer of both areas will make a composite estimate and standardize the designation as 025 I* according to the order of discovery.

b. Day scouting

Page 3/172 (1) The altitude best suited for spotting the enemy will be the primary consideration. Practicability of using our radar, vulnerability to discovery by enemy radar, navigability, airplane performance, etc, also will be considered. Altitudes of 500 m and below are suitable for day scouting over water. The general principle is to fly below clouds, though clouds should be used to advantage as cover. It is well to scout at high altitudes without the knowledge of the enemy when the weather is clear or when radar search is used.

Long-range scout planes whose primary function is to search a sector 500-1000 nautical miles from the base will fly at their optimum altitude for the first 500 miles in order to increase endurance.

Page 3/173 (2) When the approximate enemy location is known in advance, high altitude scouting with small high performance airplanes will be carried out. It is sometimes well to deceive the enemy by setting the scouting line so as to detour to his flank.

(3) Measures to be taken when enemy is spotted are as follows:

(a) When enemy airplanes are spotted

Page 3/174 The first report will announce the discovery of enemy airplanes. If possible, the approximate number of enemy airplanes will be reported at the same time. Precise details of the types of airplanes, their number, position, course and altitude and other information will be reported in the second and subsequent reports.

1. When a formation of enemy attack planes is spotted: The enemy will be evaded and a spot report made. If the enemy is not spotted after reconnoitering along a course opposite to that of the enemy, the mission will be continued.

Page 3/175 2. When one or two enemy fighters or patrol planes are spotted: The enemy will be evaded and a spot report made. The movements of enemy airplanes will be watched and an effort made to locate carriers in the vicinity. If no enemy is discovered, the mission will be continued.

Note: The symbol * indicates the exact ROMAN transliteration of the original KMA.

(b) When an enemy surface force is spotted

1. In the first report, TB* will be repeated and airplane code will be sent. If possible, the location will be reported at the same time.

2. The presence of enemy aircraft carriers and their location, course, number, etc, will be reported in the second report. Thereafter, enemy effort will be made to discover secretly the over-all enemy situation.

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3. In the third report, a general report will be made on the weather (field of vision, cloud ceiling, cloud density, clarity).

4. In the fourth and subsequent reports, detailed and precise information on the enemy will be reported pursuant to the following outline. If the situation is not clear, there will be no need to pay much attention to strength of cruisers and smaller ships.

a. Enemy strength (types of ships, their number, types of carriers); enemy position; enemy movements (formation, course, speed).

b. Local weather conditions (suitability for bombing or torpedo attacks and reference data for the attack units).

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c. If additional enemy units are discovered by the same airplane, reports will be made according to the previous outline.

5. When no enemy aircraft carriers can be discovered, a radius of about 50 nautical miles will be searched after the reports have been made.

6. When the presence of enemy carriers cannot be ascertained quickly because of the evasive action of enemy fighters or because of smoke screens, information visually confirmed at the moment will be reported. Vigorous efforts will be made subsequently to get a clear picture of the enemy situation by following him without his knowledge.

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(c) When a submarine is spotted

An attack will be carried out, a report made and scouting continued secretly. In case there is some doubt concerning the nationality of the ship, identification of friendly forces will be carried out.

(4) Special precautionary measures for maneuvers of scout planes after they have spotted the enemy are as follows:

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(a) Atmospheric conditions always must be noted. Changes will be made quickly to meet atmospheric changes; full use will be made of atmospheric phenomena. When visibility is restricted by squalls or the like, observation will have to be more painstaking than ever and scouting must be carried out with care. When there are broken cloud formations, care must be exercised not to confuse their reflections for surface ships. Except when detailed reconnaissance is being carried out, clouds or squalls near the discovered enemy will be utilized for secret tracking and for concealing movements.

Note: The symbol * indicates an exact ROMAJI transliteration of the original KANA

(b) When maintaining contact with the enemy after having temporarily retreated, large airplanes will fly at minimum altitudes and small airplanes will fly at high altitudes. Small, high-speed airplanes will make a high-altitude, high-speed pass over the enemy and ascertain the over-all situation. They will make every effort to photograph or sketch the enemy.

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(c) Since range of transmission is poor at low altitudes, a scout plane flying at low altitude must withdraw to a proper distance from the enemy and increase its altitude before transmitting information concerning the enemy.

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(d) Detailed reconnaissance will be carried out at close quarters, particularly when ships are being identified. Often it is best to take advantage of enemy unpreparedness at the time when he is first spotted. Sometimes opportunities can be availed of to carry out vigorous, close quarters reconnaissance. A lookout must be kept for enemy scout planes.

(5) To correct past practices at the time of spotting the enemy, the following precautionary measures as regards battle assignments (SENGU) must be strictly observed:

(a) The first report after enemy airplanes are spotted will not merely repeat HI*, but will include a description of the airplanes, indicating clearly whether they are large or small, fighters or bombers, land-based or carrier-based.

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(b) In reporting position, the general principle will be to use position code letters. However, where this is not practicable, the position will be shown by indicating bearing and distance from a generally known point. In this case, the form "Bearing from base point ... etc." will not be used. Instead the name of the point will be clearly indicated.

(c) Accuracy is essential in identification of enemy ships. If possible, a supplementary report will be sent giving some judgment on the accuracy of the estimate.

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(d) When two or more enemy ships are spotted by the same airplane, their relative position must be clearly determined. Scout planes will be thoroughly briefed in advance concerning movements of friendly ships. Special precautions must be taken not to mistake friendly forces for the enemy.

(e) There are many examples of exaggeration in identification of enemy ships. There are also many cases where cloud reflections and islands have been mistaken for enemy forces. Some practices, therefore, must be given special attention in training reconnaissance personnel and in executing reconnaissance.

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(6) When a scout plane spots the enemy, it will determine the enemy strength, make a report according to the outline in (3) above, continue scouting along the prearranged scouting line and endeavor to perceive the over-all enemy situation. If the airplane has sufficient endurance, it will continue to track the enemy on the line of return (KITUSEN).

Note: The symbol * indicates an exact ROMAJI transliteration of the original KANA.

(7) Scout planes which do not discover the enemy after having completely scouted the scouting line will join in reconnoitering and tracking targets discovered by other scout planes within the limits imposed by the situation and in accordance with the following outline:

(a) In scouting along a pennant-shaped course, the scout plane will join in tracking and reconnoitering after scouting to the terminus of the scouting line; in scouting along a spoon-shaped course, the scout plane will join in tracking and reconnoitering after reaching the midpoint on the return trip. Unless a large amount of cruising endurance remains, only the scout plane closest to the airplane which has spotted the enemy will join in tracking. The remaining scout planes will return to the base.

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Example: In scouting along a spoon-shaped course with range of 300 nautical miles and a lateral distance of 310 miles, scouting will be continued to a point 150 miles from the return base. Orders will be issued by the commanding officer of the force concerned; the required scout planes and the area of operation will be designated immediately, and orders for tracking and closing with the enemy will be given.

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c. Day tracking and reconnaissance

(1) If scout planes spot an important ground target, tracking planes will be dispatched immediately to the area in question and will endeavor to establish contact. Reconnaissance plane units which are being held in readiness will be used appropriately in accordance with subsequent conditions; they will attempt to maintain contact with the enemy.

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(2) In operations against an enemy task force, particularly when quick and certain tracking is planned, the tracking plane unit will be set up beforehand well out of range of the enemy task force. After the scout planes have discovered the enemy, it is advantageous to have the tracking planes establish contact immediately.