

S E C R E T

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By Authority of the  
Commanding General  
12-4-44 SR  
Date Initials

XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY  
Mission Number Eighteen  
27 November 1944

Table V - Aircraft Lost and Damaged

Aircraft Lost

| <u>Group</u> | <u>Serial Number</u> | <u>Combat E/L</u> | <u>Explanation</u>   |
|--------------|----------------------|-------------------|--|
| 40th         | 24452                | X                 | Had wounded personnel on board and could not close bomb bay doors. Left formation and headed for Chittagong. Aircraft missing. Presumed combat loss. |

Aircraft Damaged

Major Damage

| <u>Group</u> | <u>Serial Number</u> | <u>E/A</u> | <u>A/A</u> | <u>Other</u> | <u>Explanation</u>   |
|--------------|----------------------|------------|------------|--------------|--|
| 444th        | 24472                |            |            | X            | Accidental explosion of bombs underneath plane, #4 Engine Controls, holes in all parts of plane. |

Minor Damage

| <u>Group</u> | <u>Serial Number</u> | <u>E/A</u> | <u>A/A</u> | <u>Other</u> | <u>Explanation</u>   |
|--------------|----------------------|------------|------------|--------------|--|
| 40th         | * 6276               | X          | X          |              | Holes in radar compartment, lower part of rudder, cowl flap on #1 engine, nacelle, left horizontal stabilizer.   |
|              | *24522               | X          | X          |              | Holes in right horizontal stabilizer, leading edge of wing, and inboard of #3 nacelle. Left blister shattered by gunfire. Glass cracked left of bombardier's head. |

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\* A/C hit by E/A and A/A.  
NOTE: 6295 also received Battle Damage, but no report has been received to date.

|       |       |     |  |   |  |
|-------|-------|-----|--|---|--|
| 444th | 63422 |     |  | X | Skin (Exploded bomb).  |
|       | 63378 |     |  | X | Bomb bay doors.  |
|       | 24464 | * X |  |   | Fuel cell #4 engine, small flak holes, also on horizontal stabilizer, wings and fuselage.    |
|       | 24462 | * X |  |   | Left wing and aileron.   |
|       | 24492 |     |  | X | Leading edge of horizontal stabilizer (Bomb explosion).                                      |
|       | 24538 |     |  | X | #3 fuel cell damaged, lower nose window broken, right inboard rim damaged. (Bomb explosion). |
|       | 63375 | X   |  |   | Gash in cowling forward left side #4 nacelle.  |
|       | 24524 | X   |  |   | Bomb bay doors, #2 engine, radar equipt, wing tip, leading edge of wing.                     |

\* May have been damaged by Bomb Explosion.

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TABLE V (cont'd)

| <u>Group</u> | <u>Serial<br/>Number</u> | <u>E/A</u> | <u>A/A</u> | <u>Other</u> | <u>Explanation</u>  |
|--------------|--------------------------|------------|------------|--------------|---|
| 462nd        | 24484                    |            |            | X<br>1       | Spent cartridge case. Lead edge horizontal stabilizer and wing. |
| 468th        |                          |            | None.      |              |   |
| GRAND TOTAL  |                          | 2          | 6          | 5            |   |

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Table VI - Attacks & Passes by Enemy Aircraft

| DIRECTION | ALTITUDE |       |       |       |      |       |       |       |       |       |       |       |       |       |       |       |
|-----------|----------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|           | HIGH     |       |       |       | LOW  |       |       |       | LEVEL |       |       |       | TOTAL |       |       |       |
|           | 40th     | 444th | 462nd | 468th | 40th | 444th | 462nd | 468th | 40th  | 444th | 462nd | 468th | 40th  | 444th | 462nd | 468th |
| 0800      |          |       |       |       | 1    |       |       |       |       |       |       |       | 1     |       |       |       |
| 0900      |          |       |       |       |      |       |       |       |       |       |       |       |       |       |       |       |
| 1000      |          |       | 2     |       |      |       |       |       |       |       |       |       |       |       | 2     |       |
| 1100      |          | 1     |       |       |      |       |       |       |       |       | 1     |       |       | 1     | 1     |       |
| 1200      |          |       | 1     |       |      |       | 3     |       |       |       | 3     |       |       |       | 7     |       |
| 0100      |          |       | 5     | 1     | 1    |       | 2     | 1     | 2     |       |       |       | 3     |       | 7     | 2     |
| 0200      | 2        | 1     | 2     | 2     | 1    |       | 1     | 2     | 1     |       |       |       | 4     | 1     | 3     | 4     |
| 0300      |          | 1     | 1     | 2     | 2    | 1     |       | 3     |       |       | 3     |       | 2     | 2     | 4     | 5     |
| 0400      |          |       |       |       |      |       | 2     |       |       |       |       |       |       |       | 2     |       |
| 0500      |          |       |       |       |      |       |       |       |       |       |       | 1     |       |       |       | 1     |
| 0600      |          |       |       |       |      |       |       |       |       |       |       |       |       |       |       |       |
| 0700      |          |       |       |       |      |       |       |       |       |       |       |       |       |       |       |       |
| TOTAL     | 2        | 3     | 11    | 5     | 5    | 1     | 8     | 6     | 3     |       | 7     | 1     | 10    | 4     | 26    | 12    |

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Table VII - Personnel Losses

| Crew Position | Killed |     |     |     | Missing |     |     |     | Seriously Injured |     |     |     | Slightly Injured |     |     |     | Total Casualties |     |     |     | Total Participating |     |     |     |
|---------------|--------|-----|-----|-----|---------|-----|-----|-----|-------------------|-----|-----|-----|------------------|-----|-----|-----|------------------|-----|-----|-----|---------------------|-----|-----|-----|
|               | 40     | 444 | 462 | 468 | 40      | 444 | 462 | 468 | 40                | 444 | 462 | 468 | 40               | 444 | 462 | 468 | 40               | 444 | 462 | 468 | 40                  | 444 | 462 | 468 |
| Pilot         |        |     |     |     | 1       |     |     |     |                   |     |     |     |                  |     |     |     | 1                |     |     |     | 15                  | 15  | 15  | 16  |
| Co-Pilot      |        |     |     |     | 1       |     |     |     |                   |     |     |     |                  |     |     |     | 1                |     |     |     | 15                  | 15  | 15  | 15  |
| Navigator     |        |     |     |     | 1       |     |     |     |                   |     |     |     |                  |     |     |     | 1                |     |     |     | 15                  | 15  | 15  | 16  |
| Bombardier    |        |     |     |     | 1       |     |     |     |                   |     |     |     |                  |     |     |     | 1                |     |     |     | 15                  | 15  | 15  | 15  |
| Flt. Engr.    |        |     |     |     | 1       |     |     |     |                   |     |     |     |                  |     |     |     | 1                |     |     |     | 15                  | 15  | 15  | 15  |
| Radar         |        |     |     |     | 1       |     |     |     |                   |     |     |     |                  |     |     |     | 1                |     |     |     | 14                  | 15  | 15  | 15  |
| Radio         |        |     |     |     | 1       |     |     |     |                   |     |     |     |                  |     |     |     | 1                |     |     |     | 15                  | 15  | 15  | 15  |
| CFC Spec      |        |     |     |     | 1       |     |     |     |                   |     |     |     |                  |     |     |     | 1                |     |     |     | 15                  | 15  | 15  | 15  |
| Right Gnr     |        |     |     |     | 1       |     |     |     | 1                 |     |     |     |                  |     |     |     | 1                | 1   |     |     | 15                  | 15  | 15  | 15  |
| Left Gnr      |        |     |     |     | 1       |     |     |     |                   |     |     |     | 1                |     |     |     | 1                | 1   |     |     | 15                  | 15  | 15  | 15  |
| Tail Gnr      |        |     |     |     | 1       |     |     |     |                   |     |     |     |                  |     |     |     | 1                |     |     |     | 15                  | 15  | 15  | 15  |
| R C M         |        |     |     |     |         |     |     |     |                   |     |     |     |                  |     |     |     |                  |     |     |     | 1                   |     | 2   | 3   |
| Unknown       |        |     |     |     |         |     |     |     | 2                 |     |     |     |                  |     |     |     | 2                |     |     |     |                     |     |     |     |
| Others        |        |     |     |     |         |     |     |     |                   |     |     |     |                  |     |     |     |                  |     |     |     | 6                   | 9   |     | 2   |
| TOTAL         |        |     |     |     | 11      |     |     |     | 2                 | 1   |     |     |                  | 1   |     |     | 13               | 2   |     |     | 171                 | 174 | 167 | 172 |

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Table VIII - Expenditures of Ammunition and Claims Against Enemy Aircraft

| Group | Ammunition Expended Per Plane In Combat Flying |             |            |            |              | Total Expended | Claims Against Enemy Aircraft |                    |         |                                    |     |           |
|-------|--|-------------|------------|------------|--------------|----------------|-------------------------------|--------------------|---------|------------------------------------|-----|-----------|
|       | Upper Front                                    | Lower Front | Upper Rear | Lower Rear | 50 Cal. Tail |                | Destroyed                     | Probably Destroyed | Damaged | Per 1000 Rounds Expended in Combat |     |           |
|       |  |             |            |            |              |                |                               |                    |         |                                    |     | Destroyed |
| 40th  | 16   | 29          | 10         | 9          | 12           | 996            | 0                             | 0                  | 1       | -                                  | -   | 1.0       |
| 444th | 15   | 47          | 0          | 53         | 27           | 2,100          | 2                             | 0                  | 0       | .95                                | -   | -         |
| 462nd | 63   | 85          | 16         | 73         | 75           | 4,680          | 5                             | 3                  | 2       | 1.07                               | .64 | .43       |
| 468th | 3  | 13          | 7          | 45         | 51           | 1,800          | -                             | -                  | 3       | -                                  | -   | 1.69      |
| TOTAL | 25   | 44          | 8          | 46         | 42           | 9,576          | 7                             | 3                  | 6       | .73                                | .31 | .63       |

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Table IX - Gasoline Loading and Consumption

| Group | Average Gross Weight<br>Per Plane | Average Gals Gas<br>Loaded Per A/C | Average Gallons Consumed on Mission |                                     | Average Gallons Remaining in A/C After Mission |                                |
|-------|-----------------------------------|------------------------------------|-------------------------------------|-------------------------------------|--|--------------------------------|
|       | Before<br>Rear Area Takeoff       | Before<br>Rear Area Takeoff        | Per Aircraft<br>Bombing Primary     | Per Aircraft<br>Not Bombing Primary | Per Aircraft<br>Bombing Primary                | Per A/C Not<br>Bombing Primary |
| 40th  | 131,402                           | 5,958                              | 5,112                               | 4,415                               | 830  | 1,685                          |
| 444th | 134,782                           | 6,007                              | 5,231                               | 590                                 | 776  | 5,410                          |
| 462nd | 133,335                           | 5,947                              | 5,398                               | 800                                 | 545  | 5,200                          |
| 468th | 132,659                           | 6,096                              | 5,315                               | 5,100                               | 788  | 900                            |
| TOTAL | 133,044                           | 6,002                              | 5,273                               | 3,064                               | 730  | 2,976                          |

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 CONSOLIDATED MISSION STATISTICAL SUMMARY  
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Table X - Airborne Aircraft Failing to Bomb Primary Target

| Group | A/C Ser. No.  | Reason   |
|-------|---------------|--|
| 40th  | 6319<br>24457 | C-1 Auto Pilot out on Bombing run over Primary.<br>Was unable to increase or decrease the RPM on #4 engine above or below 2100 RPM. Prop governor malfunction. |
| 444th | 63378         | Electrical System failure.   |
| 462nd | 6359          | Engine trouble #4.   |
| 468th | 6217          | Turbo waste gate #2 engine inoperative.  |

Table XI - Engineering Malfunctions

Part I - Engineering Malfunctions Preventing Airborne A/C From Bombing Primary

|                        |                           | 40th | 444th | 462nd | 468th | Total |
|------------------------|---------------------------|------|-------|-------|-------|-------|
| POWER PLANT            | Eng. running rough        |      |       | 1     |       | 1     |
|                        | Turbo Supercharger        |      |       |       | 1     | 1     |
| PROPELLERS & GOVERNORS | Governor                  | 1    |       |       |       | 1     |
| ELECTRICAL SYSTEM      | Electrical System failure |      | 1     |       |       | 1     |
| INSTRUMENTS            | A.F.C.E.                  | 1    |       |       |       | 1     |
| TOTALS                 |                           | 2    | 1     | 1     | 1     | 5     |

NOTE: For details, see Table X-"Summary of A/C Failing to Bomb Primary".

Part II - Engineering Malfunctions Not Preventing A/C From Bombing Primary

|                        |                                  | 40th | 444th | 462 | 468th | Total |
|------------------------|----------------------------------|------|-------|-----|-------|-------|
| POWER PLANT            | Eng. running rough               | 3    | 2     | 2   | 2     | 9     |
|                        | Eng. running hot                 |      | 2     | 2   |       | 4     |
|                        | Cowl flaps                       |      |       |     | 1     | 1     |
|                        | Turbo Supercharger               |      |       |     | 1     | 1     |
|                        | Turbo Control System             |      |       |     | 1     | 1     |
|                        | Vacuum & Pressure System         |      | 1     | 1   | 1     | 3     |
|                        | Cowl Flap indicator              | 1    |       |     |       | 1     |
|                        | Excessive Oil Consumption        |      | 1     |     |       | 1     |
| PROPELLERS & GOVERNORS | Unsuccessful Attempts to Feather |      |       | 1   |       | 1     |
|                        | Governor                         | 2    |       | 2   |       | 4     |

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TABLE XI, PART II (cont'd)

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Date Initials

|                   |                            | 40th | 444th | 462nd | 468th | Total |
|-------------------|----------------------------|------|-------|-------|-------|-------|
| OIL SYSTEM        | Oil leaks                  | 2    |       |       | 3     | 5     |
|                   | Oil temperature regulator  |      |       |       | 1     | 1     |
|                   | Oil quantity gage          |      |       |       | 1     | 1     |
| FUEL SYSTEM       | Fuel transfer system       |      |       |       | 2     | 2     |
|                   | Carburetor                 | 1    |       |       |       | 1     |
|                   | Fuel pressure low          |      |       |       | 1     | 1     |
|                   | Fuel pressure high         | 1    |       |       |       | 1     |
|                   | Fuel booster pumps         | 2    |       |       |       | 2     |
|                   | Fuel level gage            | 1    |       |       | 1     | 2     |
|                   | Liquidometer               |      |       | 1     |       | 1     |
| ELECTRICAL SYSTEM | Generators                 | 6    | 2     |       |       | 8     |
|                   | Cowl flap switch           |      |       | 1     |       | 1     |
|                   | Formation lights           |      | 1     |       |       | 1     |
|                   | Ammeter                    | 1    |       |       |       | 1     |
|                   | Fluorescent light          | 1    |       | 3     | 1     | 5     |
|                   | Electrical system failure  |      | 1     |       |       | 1     |
| INSTRUMENTS       | Carb air temp gage         | 1    | 3     |       | 2     | 6     |
|                   | Cylinder head temp Gage    | 1    | 1     | 1     | 1     | 4     |
|                   | Nose oil pressure Gage     |      | 1     | 1     |       | 2     |
|                   | Fuel pressure gage         | 1    |       |       |       | 1     |
|                   | Tachometer                 | 8    | 1     | 3     | 3     | 15    |
|                   | Radio Compass              | 1    |       |       |       | 1     |
|                   | Turn & Bank Indicator      | 1    |       |       |       | 1     |
|                   | A.F.C.E.                   | 1    |       | 1     | 1     | 3     |
|                   | Pitot System               | 1    | 1     |       |       | 2     |
| MISCELLANEOUS     | Hydraulic System           |      |       | 1     |       | 1     |
|                   | Landing Gear               |      |       | 1     |       | 1     |
|                   | Bomb bay doors inoperative |      | 1     |       |       | 1     |
|                   | Cracked blister            |      |       | 1     |       | 1     |
|                   | Oxygen leak                |      |       | 1     |       | 1     |
| TOTALS            |                            | 36   | 18    | 23    | 23    | 100   |

NOTE PERTAINING TO BOTH PART I AND PART II:

Only engineering malfunctions are listed. All other malfunctions, such as radar, are excluded. If one aircraft had more than one engineering malfunction all malfunctions have been listed.

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XX BOMBER COMMAND  
CONSOLIDATED MISSION STATISTICAL SUMMARY  
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Table XII - Study of Utilization of Aircraft Bombing Primary

| Group | Number of Aircraft Considered | Average Gross Weight At Takeoff For Mission | Average Bomb Loading Per Aircraft |               |                  |                         | Av. Gasoline Loading Per Aircraft |                              |                         |
|-------|-------------------------------|---|-----------------------------------|---------------|------------------|-------------------------|-----------------------------------|------------------------------|-------------------------|
|       |                               |   | Type and Weight                   | Number Loaded | Weight in Pounds | Percent of Gross Weight | Gallons Loaded                    | Weight @ 6 Pounds Per Gallon | Percent of Gross Weight |
| 40th  | 13                            | 131279                                      | 500# GP                           | 25.7          | 12850#           | 9.8%                    | 5936                              | 35616                        | 27.1                    |
| 444th | 14                            | 134745                                      | 500# GP                           | 31.4          | 15700#           | 11.7%                   | 6007                              | 36042                        | 26.7                    |
| 462nd | 14                            | 133527                                      | 500# GP                           | 29.0          | 14500#           | 10.8%                   | 5943                              | 35658                        | 26.7                    |
| 468th | 14                            | 132730                                      | 500# GP                           | 26.3          | 13150#           | 9.9                     | 6103                              | 36618                        | 27.6                    |
| TOTAL | 55                            | 133103                                      | 500# GP                           | 28.1          | 14050#           | 10.6                    | 5998                              | 35988                        | 27.0                    |

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ANNEX  
N  
FIELD ORDERS

\*\*\*\*\*  
\* All Field Orders Material in the following \*  
\* Annex originally classified as TOP SECRET, \*  
\* is hereby re-classified to SECRET. \*  
\* By authority of the C.G., XX Bomber Command \*  
\* 20 November 1944 F.L.S. \*  
\* DATE INITIALS \*  
\*\*\*\*\*  
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Auth: CG XX BG

Initials:           

Date: 23 Nov 44

NOT TO BE TAKEN INTO THE AIR

ON COMBAT MISSION

FIELD ORDERS )

NUMBER 18 )

Copy Number \_\_\_\_\_

XX Bomber Command  
APO 493  
23 Nov 44 - 0800Z

APS: AAF Aeronautical Charts, 1:1,000,000: 558, 557, 675, 676, 677, 679, 678,  
798, 799.

(or equivalent International Maps of the World, 1:1,000,000)  
AAF Long Range Air Navigation Charts, 1:3,000,000: INDIA (26) BENGAL (38)  
(or equivalent Naval Aviation Charts, V-30 Series, 1:2,188,800.)

. Omitted. (See Annex No. 1, Intelligence Summary).

This Command conducts a daylight attack on D-Day against AAF Target No. 98.2-38;  
see Annex No. 1, Intelligence Summary and Annex No. 2, Radar Folder.

ROUTE OUT: Base Area - DIAMOND ISLAND (15°52'N, 94°17'E) - Assembly Point -  
IP (RIVER MOUTH at 13°21'N, 100°02'E) - Target. Weather permitting, aircraft  
will fly at 3000' indicated until at approximately 14°20'N, 96°10'E, at which  
point they will start climb to assigned bombing altitude.

BASE ALTITUDE: 18,000' pressure altitude.

ROUTE BACK: Target - 13°20'N, 100°40'E - IP (RIVER MOUTH at 13°21'N, 100°02'E) -  
TAVOY POINT (13°32'N, 98°08'E) - DIAMOND ISLAND (15°52'N, 94°17'E) - Base Area.

ASSEMBLY ALTITUDE: Assigned bombing altitude.

AXIS OF ATTACK: 48° Magnetic.

METHOD OF BOMBING: By 12-plane formation.

BREAKAWAY: To the right.

- a. 40th Group: TAKE-OFF: Beginning at 2112Z on D minus one.  
ASSEMBLY POINT: CABUSA ISLAND (12°49'N, 97°53'E)  
BOMBING ALTITUDE: 18,000' Pressure Altitude.  
AIMING POINT: Center of east edge of eastern group of ware-  
houses adjacent to congested rail lines.
- b. 444th Group: TAKE OFF: Beginning at 2117Z on D minus one.  
ASSEMBLY POINT: KING ISLAND (12°40'N, 98°19'E)  
BOMBING ALTITUDE: 21,000' Pressure altitude.  
AIMING POINT: Center of repair shop area at north end of yards  
near Choke Point.
- c. 462nd Group: TAKE OFF: Beginning at 2116Z on D minus one.  
ASSEMBLY POINT: TAVOY ISLAND (13°04'N, 98°19'E).  
BOMBING ALTITUDE: 19,000' pressure altitude.  
AIMING POINT: Center of east edge of eastern group of ware-  
houses adjacent to congested rail lines.
- d. 468th Group: TAKE OFF: Beginning at 2112Z on D minus one.  
ASSEMBLY POINT: ELPHINSTONE ISLAND (12°21'N, 97°55'E)  
BOMBING ALTITUDE: 20,000' pressure altitude.  
AIMING POINT: Center of repair shop area at north end of yards  
near Choke Point.

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- x (1) SECONDARY TARGET: XX Bomber Command Target 82.2-B; see Annex No. 1, Intelligence Summary and Annex No. 2, Radar Folder.  
AIMING POINT: Center of main jetty.
- (2) LAST RESORT TARGET: XX Bomber Command Target 82.2-C; see Annex No. 1, Intelligence Summary and Annex No. 2, Radar Folder.  
AIMING POINT: Crossroads near edge of woods east of town.
- (3) Each Group will furnish 15 airborne aircraft.
- (4) BOMB LOADING: 500# GP (TNT or amatol filled) bombs fuze .1 second nose and .025 second tail will be carried as follows: a minimum of 26 per aircraft equipped with center section wing tanks; and 24 per aircraft not equipped with center section wing tanks.

No change.

- 5. a. (1) Signal Communications: See Annex No. 3, Signal Instructions.
- (2) RCM: See Annex No. 4, RCM Instructions.
- b. Command Post: Headquarters, XX Bomber Command, APO 493.

By command of MAJOR GENERAL LEMAY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff.

SPECIAL:

*Joseph J. Preston*  
JOSEPH J. PRESTON  
Colonel, Air Corps  
Deputy Chief of Staff,  
Operations.

ANNEXES:

- 1. Intelligence Summary
- 2. Radar Folder
- 3. Signal Instructions
- 4. RCM Instructions

DISTRIBUTION:

- 1 - CG, 20th Air Force
- 1 - SAC, SEAC
- 1 - CG, India-Burma Theater
- 1 - CG, AAF, India-Burma Theater (Less Annex #1)
- 1 - CG, AAF, IBT, Evaluation Board
- 1 - CG, XX Bomber Command
- 1 - D/CS, Operations
- 2 - Chief, Intelligence Section
- 2 - Opns, Plans & Training Section
- 3 - CO, 40th Bomb Group
- 3 - CO, 444th Bomb Group
- 3 - CO, 462nd Bomb Group
- 3 - CO, 468th Bomb Group

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NOT TO BE TAKEN INTO THE AIR  
ON COMBAT MISSIONS

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\* SECRET \*  
\* By Auth of the C.G. \*  
\* XX Bomber Command \*  
\* 23 Nov 44 *H.D.* \*  
\* Date Initials \*  
\* \* \* \* \*

ANNEX NO. 1 TO FIELD ORDERS NO. 18, XX BOMBER COMMAND  
INTELLIGENCE SUMMARY

L. Operational Intelligence

SECTION I: ENEMY GROUND SITUATION:

1. For the latest ground order of battle information, see map-photograph published by Air Command Southeast Asia and disseminated by this Headquarters dated 4 November 1944.
2. For the latest battle-line status, see Navigator's Aid Chart dated 24 November 1944, disseminated by this Headquarters.

SECTION II: ENEMY ORDER OF BATTLE - SEA:

1. No known major enemy fleet units are operating at the present time in the Bay of Bengal, the Andaman Sea, or the Gulf of Siam.
2. In the Bangkok area, there may be some Thai Naval units of small size or even Japanese gun boats and there is a remote possibility of one or two Japanese destroyers.

SECTION III: ENEMY ORDER OF BATTLE - AIR:

1. Estimated concentrations of enemy fighters that would be of any concern to the mission as planned are: Moiktila Area of Burma - 15/20 single engined fighters; Rangoon Area - 50/60 single engined fighters; Bangkok Area - 40/50 single engined fighters.
2. Enemy interception enroute to or from the target is estimated at nil to weak.
3. Enemy interception at the primary target is estimated at weak with the possibility that a few individual aircraft may experience moderate interception. The enemy capabilities for interception at the secondary and last resort targets is estimated to be nil to weak.

SECTION IV: ENEMY AIRCRAFT:

For new types of enemy aircraft which might be encountered, see "Technical Air Intelligence Center Summary #5", dated September 1944.

SECTION V: ENEMY AIRFIELDS:

For the latest status of enemy airfields in Burma, Thailand, and French Indo China, see Enemy Airfield Report No. 3, Southeast Asia, dated 25 July 1944 and published by Washington, and Secret letters, this Headquarters, Subject: Air Estimate - Burma, dated 11 October 1944 and 27 October 1944.

SECTION VI: ENEMY ANTI-AIRCRAFT:

For radar warning nets and Flak information refer to Flak Intelligence Bulletin, B-4 (Bangkok), B-5 (Taungup) and B-6 (Mergui) all dated 23 November 1944.

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SECTION VII: EVASION AND ESCAPE:

Refer to "Evasion in Thailand" (Top Secret) dated 24 November, 1944; "Evasion in the Mergui Area" (in "Bee" dated 5 October 1944 - omit Paragraph 1, page 17 subject "Evasion with reference to rendezvous"); "Evasion in French Indo-China" (Secret) dated 24 November 1944; "Supplement to Evasion in French Indo-China" with map (Top Secret) dated 24 November, 1944, - all issued by this Headquarters.

SECTION VIII: PRISONER OF WAR CAMPS:

No specific information available which locates any P.O.W. camps in or within 50 miles of the target areas.

SECTION IX: AIR SEA RESCUE:

Details to be supplied by secret radio prior to final briefing. See Signal Instructions.

SECTION X: NAVIGATOR'S AID CHART:

A Navigator's Aid Chart, dated 24 November 1944, has been provided, and two copies will be carried in each airplane - one for the pilot and one for the navigator. This chart shows the battle line, radar warning nets, antiaircraft emplacements, principal cities, and gives certain details on friendly airfields for use in emergency.

II. Target Intelligence

SECTION I: LIST OF VISUAL TARGET DATA:

1. PRIMARY TARGET: Bansue Marshalling Yards, Bangkok, Siam.  
Objective Folder Data 98.2 - 38 (for briefing).  
Large Mosaic of Bangkok (for briefing).  
XX Bomber Command Chart No. 10 (2nd edition).  
XX Bomber Command Target Chart No. 11 (2nd edition).  
XX Bomber Command Perspective Chart No. 11D.  
Mosaic No. 810 (Bangkok Area).  
Photo Bansue Marshalling Yards No. 1. C (3) 8A.
2. SECONDARY TARGET: Mergui Harbor, Burma.  
Objective Folder Data 82.2B (for briefing).  
XX Bomber Command Target Chart No. 31.  
XX Bomber Command Perspective Chart No. 31A.
3. LAST RESORT TARGET: Military Stores Area, Taungup, Burma.  
Objective Folder Data 82.2C (for briefing).  
Mosaic No. A105 - Taungup Town and Dumps.

SECTION II: LIST OF RADAR TARGET DATA:

1. Primary Target: Bansue Marshalling Yards, Bangkok, Siam.
  - a. Radar Approach Chart, No. B17 (Distributed).
  - b. Radar Scope Sheet. A-R-98.2-38.
  - c. Radar Scope Sheet. B-98.2-38.
  - d. Mosaic No. 810 (Bangkok Area) (Distributed).
  - e. XX BC Chart No. 10 (2nd edition)
  - f. XX BC Chart, Target, No 11 (2nd edition)



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2. Secondary Target: Mawui Harbor, Burma.
  - a. Radar Approach Chart No. 512 (distributed).
  - b. Radar Scope Sheet No. R-88.2-B (distributed).
  - c. Radar Scope Sheet No. R-88.2-D (distributed).
  - d. XXIC Target Chart No. 31 (distributed).
3. Last Resort Target: Military Stores Area, Taungup, Burma.
  - a. Radar Scope Photograph Sheet No. R-88.2-C, Sheet No.

By command of MAJOR GENERAL L. LELLY;

J. E. UPSTON,  
Brigadier General, U.S.A.,  
Chief of Staff.

OFFICIAL:

FRANK L. SCOTT, JR.,  
Lt. Col., Air Corps,  
Chief, Intelligence Section.

- 3 -

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Authority 760063

By SG NARA Date 11/8/05



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:Auth: CG, XX BC.

:Initials: 1/4

:Date: 23 NOV 44:

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ANNEX NO. 2 TO FIELD ORDERS NUMBER 10, XX BOMBER COMLAND

RADAR FOLDER

1. The use of the AN/APQ-13, SCR-729, SCR-695 and the employment of scope cameras will be as prescribed in pertinent RI's, SOI's and Tactical Doctrine. In addition, the SCR-729 may be used to home on IFF equipment installed in air-sea rescue craft when necessary.

2. The primary target is the BANSUE MARSHALLING YARDS, BANGKOK, SIAM, located at 13° 48' N and 100° 33' E. Aircraft from all bomb groups will attack the target in formation on an axis of 48° M from the IP, located at 13° 21' N and 100° 02' E, a point just two and one-half (2½) statute miles directly east of the mouth of the MEKLONG RIVER. When on course, the aircraft should pass over the southern edge of the "Egg-shaped" island in the NAKHON CHAISRI RIVER. The bright signal from the city of BANGKOK should also appear on course shortly after leaving the IP. The target is located along the eastern bank of the CHAO PHRAYA RIVER in the northern section of the city. The radar aiming point will be the upper north-east portion of the strong signal from the city, just slightly east of the river bend near the target.

3. Four (4) different final rendezvous points will be used by the bomb groups:

a. The final rendezvous point for the 40th Bomb Group is CALBUSK ISLAND, located at 12° 49' N and 97° 53' E. From this point aircraft will fly a course of 76° M to the IP.

b. The final rendezvous point for the 444th Bomb Group is KING ISLAND, located at 12° 40' N and 98° 19' E. From this point aircraft will fly a course of 68° M to the IP.

c. The final rendezvous point for the 462nd Bomb Group is TAVOY ISLAND, located at 13° 04' N and 98° 19' E. From this point aircraft will fly a course of 80° M to the IP.

d. The final rendezvous point for the 468th Bomb Group is ELPHINSTONE ISLAND, located at 12° 21' N and 97° 55' E. From this point aircraft will fly a course of 64° M to the IP.

4. Radar Approach Chart, B-17, and Photo Mosaic, 810, BANGKOK AREA, have been distributed previously and will be included for study. Two (2) predicted scope drawings, on the axis of attack, "A" 30 miles from target and "B" 16 miles from target, together with Target Charts 10 and 11 are also furnished.

5. The secondary target is the MERGUI HARBOR FACILITIES, MERGUI, BURMA, located at 12° 26' N and 98° 35' E. The recommended IP is GREAT MINISTER ISLAND, located at 12° 50' N and 98° 11' E. This IP will provide the best radar axis of attack of 142° M to the target. The radar aiming point is the western shore line edge of the main island on which the town of MERGUI is located, with the aircraft on the recommended course. Radar Approach Chart, B-12, predicted Scope Sheets "A" and "B" and Target Chart 31 have been previously furnished and will be used for study.

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6. The last resort target is the MILITARY STORES AREA, TUNGUP, BURMA, located at 18° 49' N and 94° 16' E. The recommended IP is the north-eastern tip of land on CHEDUBA ISLAND, located at 18° 53' N and 93° 45' E. This IP will provide the best radar axis of attack of 98° M to the target. Radar Scope Photograph Sheet, R-82.2-C, Sheet "A," is furnished for study.

By Command of MAJOR GENERAL LEMLY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Leonard S. Hermelin*  
LEONARD S. HERMELIN  
Major, Air Corps  
Actg Chief, Communications Section.

Exhibits:

"A" - Predicted Scope Drawings "A" and "B," Target Charts No's. 10 and 11 (2nd Edition) for:

BANSUE MARSHALLING YARDS, BANGKOK, SIM. 98.2-38

"B" - Radar Scope Photograph Sheet, R-82.2-C, Sheet "A" for:

MILITARY STORES AREA, TUNGUP, BURMA. 82.2

- 2 -

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EXHIBITS TO ANNEX 2, F.O. NO. 18

Mission No. 18

27 November 1944

Exhibits to Annex 2, Field Order No. 18, are listed below in the sequence used with their approximate original size.

| <u>Sequence</u> | <u>Title or Description</u>                           | <u>Approximate original size in inches</u> |
|-----------------|---|--|
| 1.              | Radar Scope Photograph Sheet<br>No. R-82.2-C, Sheet A | 8 x 16                                     |
| 2.              | Radar Approach Chart No. B-17                         | 16 x 16                                    |
| 3.              | XX Bomber Command Chart No. 11<br>(2nd Edition)       | 16 x 16 3/4                                |
| 4.              | Radar Scope Sheet R-98.2-38,<br>Sheet A               | 8 x 16                                     |
| 5.              | Radar Scope Sheet R-98.2-38,<br>Sheet B               | 8 x 16                                     |
| 6.              | Mosaic No. 810 (Bangkok Area)                         | 11 1/4 x 15 3/4                            |
| 7.              | XX Bomber Command Chart No. 10<br>(2nd Edition)       | 16 x 16                                    |
| 8.              | Radar Approach Chart No. B-12                         | 16 x 16                                    |
| 9.              | Radar Scope Sheet R-88.2-B,<br>Sheet A                | 8 x 16                                     |
| 10.             | Radar Scope Sheet R-88.2-B,<br>Sheet B                | 8 x 16                                     |
| 11.             | XX Bomber Command Chart No. 31                        | 16 x 16 1/4                                |

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40-407-3/11/44 SECRET R-82.2-C SHEET A

**RADAR SCOPE PHOTOGRAPHS  
TAUNGUP AREA-BURMA**

COURSE 94°00'M (93°00'T)  
SWEEP 20 MILES  
ALTITUDE: 18,000' 18°52'00"N  
94°02'00"E

COURSE 86°00'M (85°00'T)  
SWEEP 20 MILES  
ALTITUDE: 18,000' 18°52'15"N  
94°07'00"E

SECRET  
PREPARED BY TARGET UNIT-INTELLIGENCE SECTION — XX BOMBER COMMAND

CONFIDENTIAL R-98.2-38 SHEET A

**PROBABLE APPEARANCE AT POINT "A"**  
30 MILES FROM TARGET  
ALTITUDE: 25,000'  
SWEEP: 50 MILES

LUBBER LINE FOR CONDITION OF "NO DRIFT"  
COINCIDES WITH CENTER DRIFT LINE

SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET  
OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.

AT ALTITUDES OTHER THAN 25,000 GREATEST UNCERTAINTY  
OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

CONFIDENTIAL  
PREPARED BY TARGET UNIT-INTELLIGENCE SECTION — XX BOMBER COMMAND

CONFIDENTIAL R-98.2-38 SHEET B

**PROBABLE APPEARANCE AT POINT "B"**  
16 MILES FROM TARGET  
ALTITUDE: 25,000'  
SWEEP: 20 MILES

LUBBER LINE FOR CONDITION OF "NO DRIFT"  
COINCIDES WITH CENTER DRIFT LINE

SCOPE PICTURES USABLE WITHIN SEVERAL THOUSAND FEET  
OF THE ALTITUDE FOR WHICH DISTORTIONS HAVE BEEN CALCULATED.

AT ALTITUDES OTHER THAN 25,000 GREATEST UNCERTAINTY  
OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

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PREPARED BY TARGET UNIT-INTELLIGENCE SECTION — XX BOMBER COMMAND

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 By SFC NARA Date 11/8/05





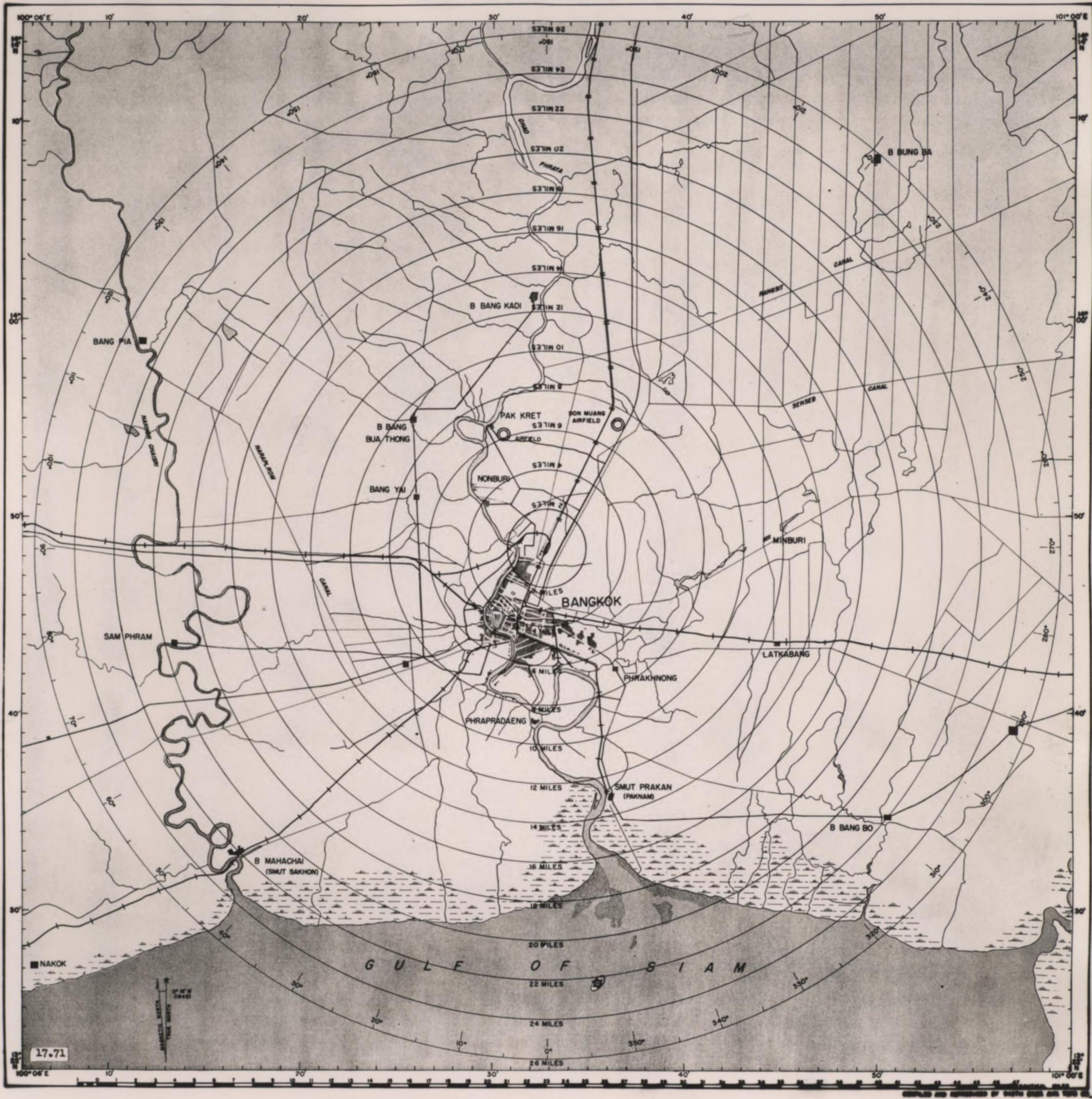


TARGET UNIT, INTELL. SEC.  
XX BOMBER COMMAND

### BANGKOK AREA

BANGSUE MARSHALLING YARDS, (13° 48' N - 100° 33' E), ELEV. APPROX. 20 FEET  
ALL DISTANCES ARE IN NAUTICAL MILES  
SECOND EDITION NOVEMBER 1944

TARGET CHART NO. 11  
RESTRICTED





*[Handwritten mark]*

**RESTRICTED**  
REPRODUCED BY  
10TH PHOTO TECH. UNIT





TARGET UNIT, INTELL. SEC.  
XX BOMBER COMMAND  
PRODUCED BY 948TH ENGR. AVN. TOPO. CO.

CP42, M9, N9 890  
**BANGKOK**  
BN/50 (10-12-43)  
Amg/7392/5

1:81,000  
(APPROX)

17.72



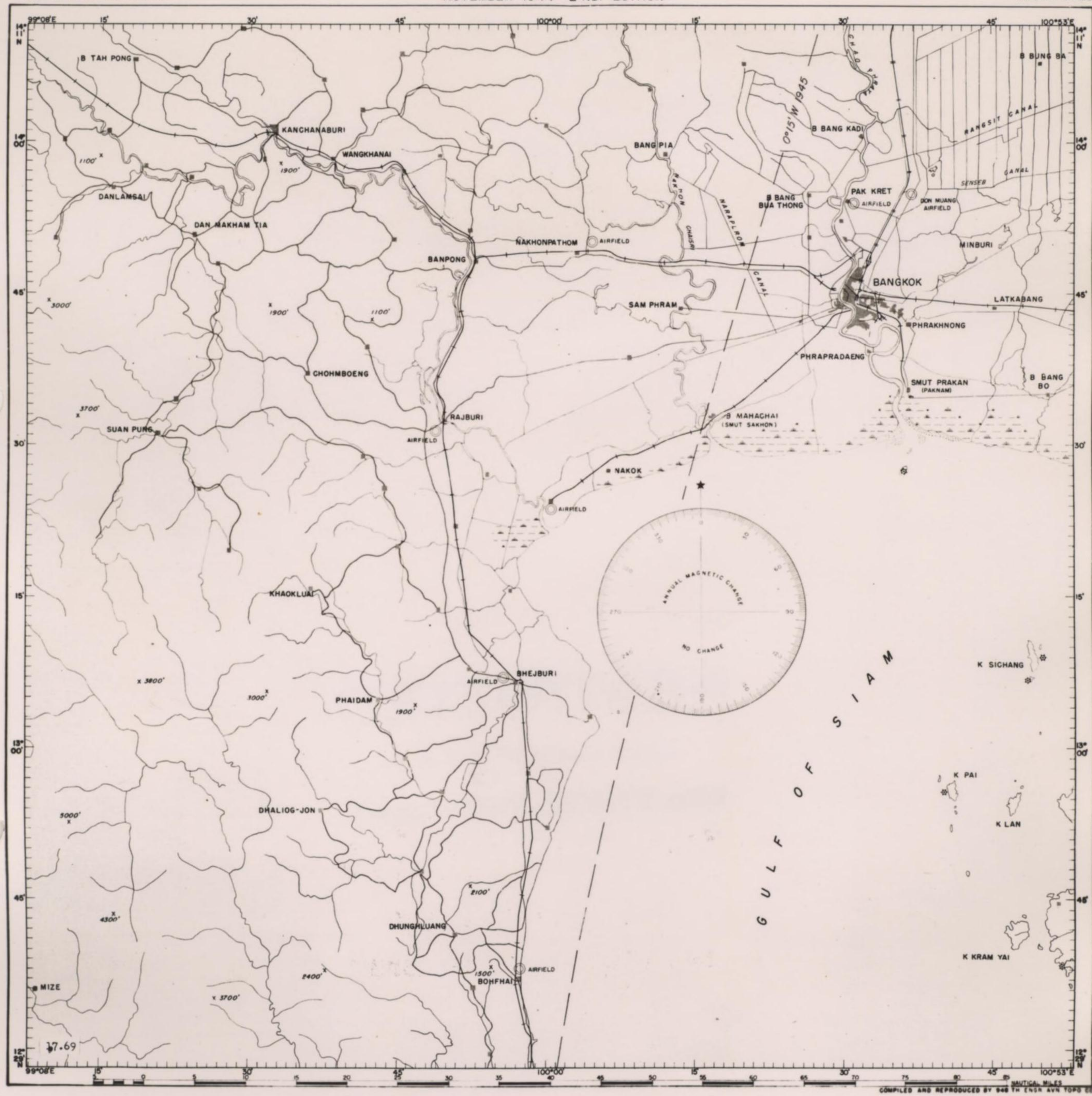
RESTRICTED  
RECORDED BY  
10TH PHOTO TECH. UNIT



TARGET UNIT, INTELL. SEC.  
XX BOMBER COMMAND

**BANGKOK AREA**  
NOVEMBER 1944 2 ND EDITION

CHART NO. 10  
RESTRICTED



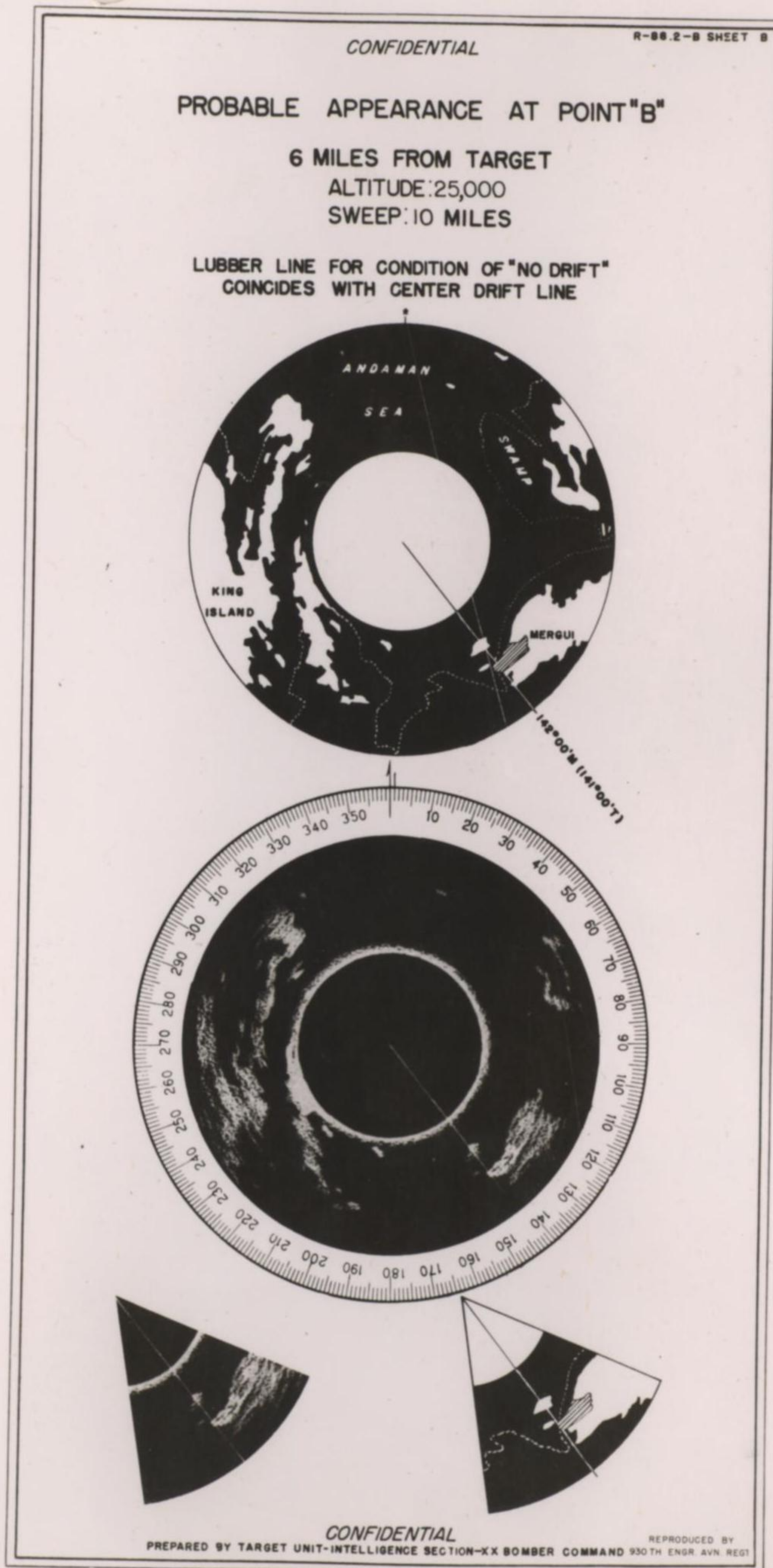
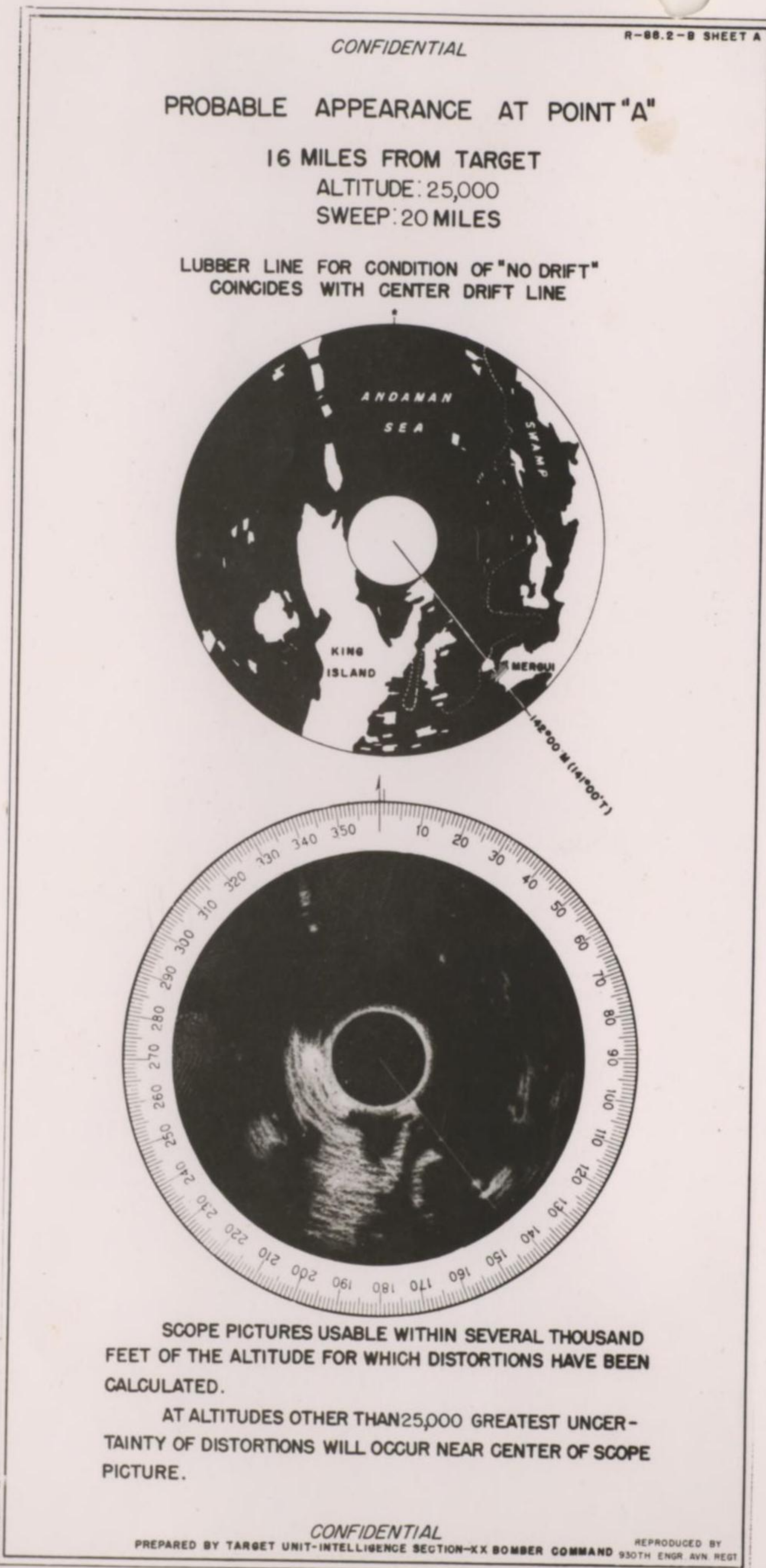


RESTRICTED  
REPRODUCED BY  
1014 PHOTO TECH. UNIT







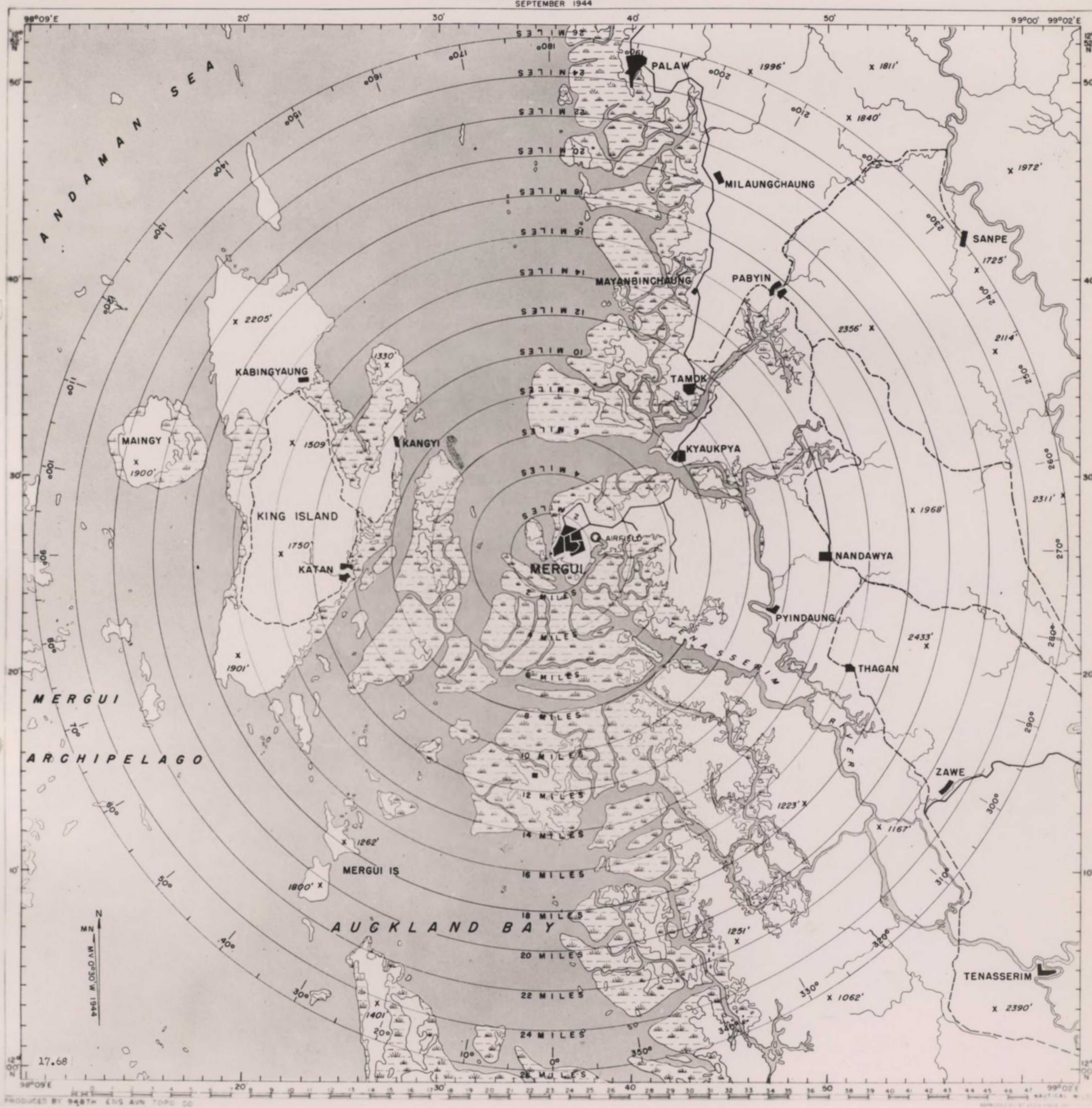




TARGET UNIT, INTELL SEC  
XX BOMBER COMMAND

**MERGUI AREA**  
HARBOR AREA (12°26' N 96°35' E) APPROX. SEA LEVEL  
ALL DISTANCES ARE IN NAUTICAL MILES  
SEPTEMBER 1944

TARGET CHART NO. 31  
RESTRICTED





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By SF NARA Date 11/8/05



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ON COMBAT MISSION

SECRET

AUTH: CG XX BC

INITIALS: *YJA*

Date: 23 Nov 44

ANNEX NUMBER 5 TO FIELD ORDERS NUMBER 18, XX BOMBER COMMAND

1. During the strike mission communications will be in accordance with XX Bomber Command 100- series Memoranda, current SOI and Parts II and III, Section VIII, current Tactical Doctrine, except as noted below:

a. Communications between aircraft and ground stations will be conducted using frequencies and call signs assigned in SOI.

b. On return flight aircraft will transmit encoded position report when crossing line between Pagoda Point and the northern tip of the Andaman Islands or an extension of that line.

c. British air-sea rescue facilities will be available. They will be contacted by addressing distress traffic to 8YQ on the following frequencies; giving position and passing traffic in the clear:

(1) Day frequency: 4030 kcs (0900 to 1900 IST)

(2) Night frequency: 3195 kcs (1900 to 0900 IST)

d. Code words to be used for takeoff and landing reports: 40th Group - UPHOLSTERY; 444th Group - DICTOGRAPH; 462nd Group - CONJUGATES; 468th Group - BIOGRAPHYS.

2. Airplane commanders are cautioned not to rely on Japanese radio stations as a navigational aid. They are reminded, however, that any India radio station may be used for this purpose.

3. Signal supply: no change.

4. Index 1-16 to SOI will be in effect.

By command of MAJOR GENERAL LEMAY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Leonard S. Hermelin*  
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Acting Chief, Communications Section.

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By SG NARA Date 11/8/05



SECRET

SECRET  
Auth: CG, XX BC  
Initials: JNAK  
Date: 23 Nov. 44

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ON COMBAT MISSION

ANNEX NO. 4 TO FIELD ORDERS NO. 18, XX BOMB COMD

RCM INSTRUCTIONS

1. Each Group will furnish two (2) RCM equipped aircraft, each with one RCM Observer.
2. Enroute to and from the target, the Bombardment Groups will search the Early Warning Band from 40 to 300 Mc. and if D/F antennas are available, the observers will ascertain the location of the radar sites. If anti-aircraft fire is encountered from a land site or convoy, all observers will change from Early Warning search and concentrate on Radar Fire Control frequencies.
3. From the IP to the target and return to the IP, particular attention will be placed on Radar Fire Control Equipment. The Bombardment Groups will search the following bands:
  - A. 40th Bombardment Group
    - (1) 70-300 Mc.
    - (2) 300-1000 Mc.
  - B. 444th Bombardment Group
    - (1) 1000-3300 Mc.
    - (2) Enemy Communications
  - C. 462nd Bomb Group
    - (1) 70-300 Mc.
    - (2) Enemy Communications
  - D. 468th Bombardment Group
    - (1) 70-300 Mc.
    - (2) 300-1000 Mc.

Enemy Communications search assignments will be monitored over the target and during enemy aircraft intercepts.

By Command of MAJOR GENERAL LENAY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Leonard S. Hermelin*  
LEONARD S. HERMELIN  
Major, Air Corps  
Actg. Chief, Communications Section

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S E C R E T

ANNEX

0

SUPPLEMENTAL INFORMATION

- I - Navigator's Aid Chart
- II - Target Information
  - A. Bansue Marshalling Yards, Bangkok
  - B. Mergui Harbor
  - C. Military Stores Area, Taungup.
- III - Aids to Visual Bombing
- IV - Antiaircraft Information

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By SG NARA Date 11/8/05





24 NOV 1944

CONFIDENTIAL

CHITTAGONG  
N 24 00' 00" E  
NR 303

CHIRINGA  
N 24 00' 00" E  
NR 303

ODK'S BAZAR  
N 24 00' 00" E  
AX 230

KAPPA  
N 24 00' 00" E  
NR 303

SZEPHO  
19 350



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22



NOT TO BE TAKEN INTO THE AIR ON COMBAT MISSIONS

C O N F I D E N T I A L

TARGET NO. 38.

OBJECTIVE FOLDER NO. 98.2

TARGET DATA

1. OBJECTIVE:

BANSUE MARSHALLING YARDS, BANGKOK, SIAM.

2. COORDINATES AND ELEVATION:

Latitude, 13° 48' N.  
Longitude, 100° 33' E.  
Elevation, Approximately 20 feet.

3. LOCATION AND IDENTIFIABLE FEATURES:

The Bansue Yards are located 4 1/4 miles north of the center of Bangkok at the junction of rail lines leading south and west to Malaya and Burma and north to the Thailand combat zones.

At the north end of the yard, close to the rail junction, are located the locomotive and car repair shops. They consist of 4 buildings in an area approximately 200' x 400'. Some 70 single story workers' houses line the west side of the tracks.

South of the workers' houses are 39 warehouses covering an area 500' x 700'.

South of the warehouses is the largest cement plant in South East Asia.

4. IMPORTANCE:

Bansue is the switching point and control junction for all traffic moving to the south and west. There are 22 tracks at the widest point which narrow down to 5 lines at the north choke point.

The Bansue Yard normally contains the highest count of rolling stock of any station in Bangkok. The record for Oct. 1944 is as follows:-

|         |                            |
|---------|----------------------------|
| 5 Oct.  | 184 RS                     |
| 12 Oct. | 334 RS                     |
| 27 Oct. | 250 RS and 14 locomotives. |

The yard measures 5800' x 640'.

5. VULNERABLE AREA AND AIMING POINTS:

- a. The repair shops at the north end of the yards near the choke point present a vulnerable Aiming Point.
- b. The center of the east group of warehouses, adjacent to the congested rail lines, forms a second practical A.P.

12 NOVEMBER 1944

TARGET UNIT, INTELLIGENCE  
IX BOMBEE COMMAND

C O N F I D E N T I A L

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By SG NARA Date 11/8/05



C O N F I D E N T I A L

(Mergui Harbor, Burma, continued)

5. SUGGESTED AIMING POINTS AND VULNERABLE AREAS

The jetty areas present the most practical aiming points, however, photographic coverage should be obtained just prior to a mission for the purpose of ascertaining the number of ships in harbor and the most active jetty.

September 1944

Target Unit - Intelligence  
XX Bomber Command



C O N F I D E N T I A L

NOT TO BE TAKEN INTO THE AIR ON COMBAT MISSION

TARGET NUMBER B  
OBJECTIVE FOLDER NO. 82.2

1. OBJECTIVE

Mergui Harbor, Burma.

2. COORDINATES AND ELEVATION

Latitude : 12°26'N  
Longitude: 98°35'E  
Elevation: Approximately Sea Level.

3. LOCATIONS AND IDENTIFIABLE FEATURES

The town of Mergui is located on the west edge of Mergui Island which is isolated from the mainland by the Tenasserim River on the south and on the north by a branch of this same river called the Kyaukpya River. Extensive swamp areas characterize the northwest side of the island as well as the shores of dozens of islands that fill the bay area. The largest of these islands is Narrow King island, 30 miles in length, that parallels the mainland opposite Mergui. The topography is rugged with peaks as high as 2500 feet. Small circular Maingy Island lies just off its west coast.

The surrounding mainland is very rough country with numerous peaks 2000' to 3000' high. Only the central portion and the eastern tip of Mergui Island presents a rough terrain, the highest peaks being 1054'. The town of Mergui is small and is confined mainly to the southwest margin of Mergui Island. The harbor area is the most densely settled. There are two jetties and the harbor facilities are limited. The surrounding warehouse area, however, is large.

A fighter airfield is located about two miles northeast of the harbor. The main runway is 3600' long, hard surfaced and is oriented northeast-southwest. Near the center of the runway a shorter landing strip branches out to the southeast. There are over 40 revetments and an extensive dispersal area off the southwest end of the runway.

4. IMPORTANCE

Mergui is the northermost Burman harbor which is now normally used by the enemy for ocean going ships and is undoubtedly the chief port of entry for military supplies in Burma. In recent months as many as 18 vessels of from 1000 to 2500 gross tons have been observed at Mergui at one time. Port facilities are meager but there are a number of warehouses for the storage of supplies.



NOT TO BE TAKEN INTO THE AIR ON COMBAT MISSIONS

C O N F I D E N T I A L

TARGET NO. C  
OBJECTIVE FOLDER NO. 82.2

TARGET DATA

1. OBJECTIVE:

Military Stores Area, TAUNGUP, BURMA.

2. COORDINATES AND ELEVATION:

Latitude: 18° 51' N  
Longitude: 94° 16' E  
Elevation: Approximately sea level.

3. LOCATION AND IDENTIFIABLE FEATURES:

The military stores area is located in the edge of the woods north of the road junction approximately 4000' ESE of the town of TAUNGUP.

TAUNGUP itself is located about 7 miles upstream from the permanent beach and approximately 40 miles ENE from the south tip of CHEDUBA ISLAND (one of the two largest islands on the west coast of Burma proper).

4. IMPORTANCE:

This is one of the principal stores areas on the west coast of Burma.

5. AIMING POINT:

Edge of woods north of the road junction. (See paragraph 3).

28 OCTOBER 1944

TARGET UNIT INTELLIGENCE  
XX BOMBER COMMAND

C O N F I D E N T I A L

11-

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By SG NARA Date 11/8/05



S E C R E T

AIDS TO VISUAL BOMBING

Mission No. 18

27 November 1944

The visual aids included in the Bombardiers' folders and their approximate original size are as follows:

| <u>Title or Description</u>                    | <u>Size in inches</u> |
|--|-----------------------|
| A. <u>Primary Target:</u>                      |                       |
| * XX Bomber Command Chart No. 10               | 16 x 16               |
| * XX Bomber Command Chart No. 11               | 16 x 16 3/4           |
| XX Bomber Command Perspective Chart<br>No. 11D | 8 x 16                |
| * Mosaic No. 810 (Bangkok Area)                | 11 1/4 x 15 3/4       |
| Photograph No. 1.C(3) 8A                       | 7 3/4 x 13 1/2        |
| B. <u>Secondary Target:</u>                    |                       |
| * XX Bomber Command Target Chart No. 31        | 16 x 16 1/2           |
| XX Bomber Command Perspective Chart No. 31A    | 8 x 16                |
| C. <u>Last Resort Target:</u>                  |                       |
| ** C-P-1-C Bombing Mosaic No. A. 105           | 20 x 21 1/2           |

\* For these charts see Annex N, Field Orders, Exhibits to Annex 2, this report.

\*\* For this mosaic see Annex P, Part IV, Tactical Mission Report No. 14, XX Bomber Command.

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By SG NARA Date 11/8/05



TARGET UNIT, INTELL. SEC.  
 XX BOMBER COMMAND

# BANGKOK AREA

BANGSUE RAILROAD YARDS (13°48'N, 100°33'E) ELEV. APPROX. 20'  
 15 MILES FROM TARGET-ALTITUDE 25,000 FEET

PERSPECTIVE CHART NO. 11D  
 RESTRICTED

NOVEMBER 1944

UNITS OF TANGENCY

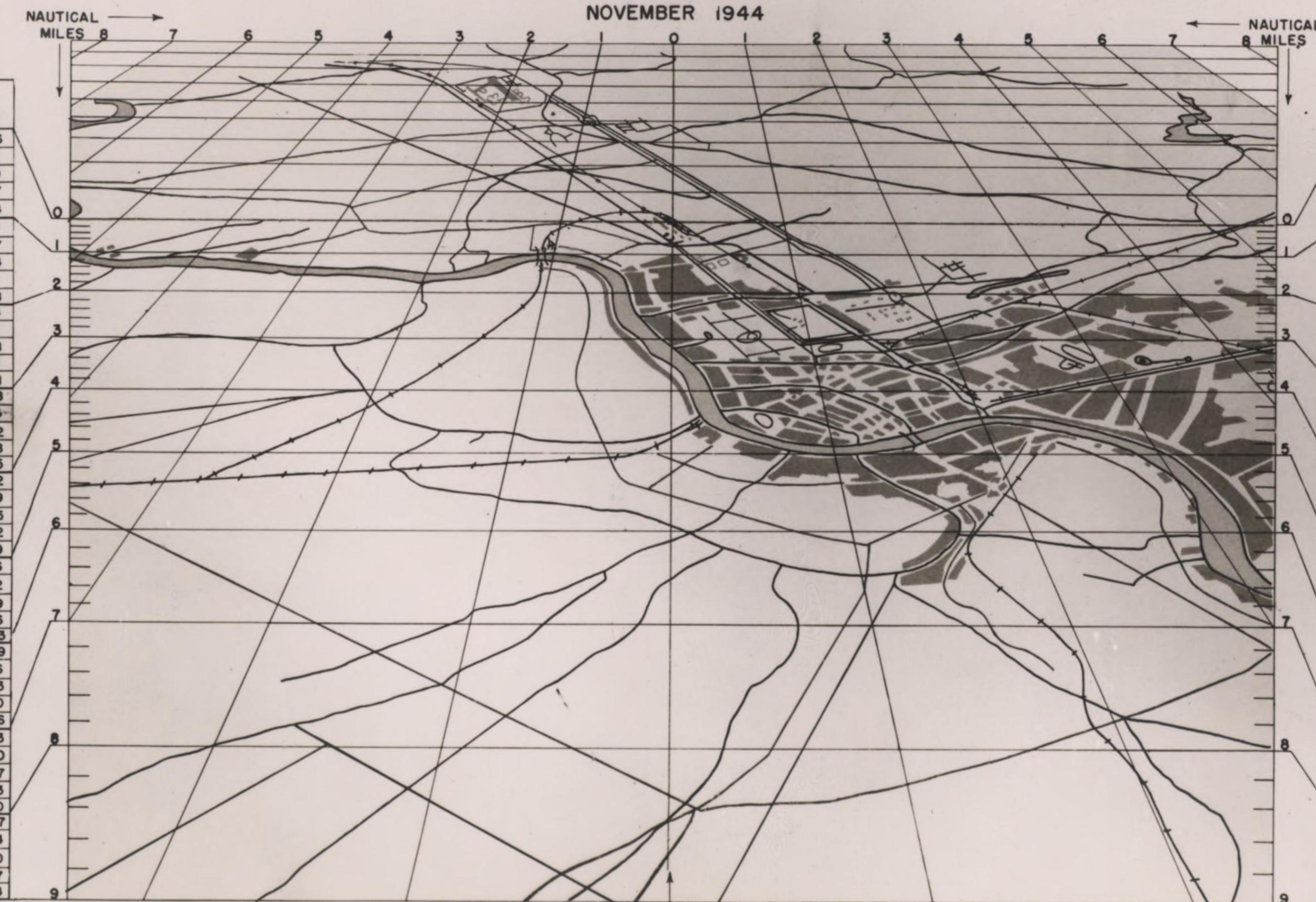
| ALTITUDE IN THOUSANDS OF FEET |      |      |      |      |      |      |      |      |
|-------------------------------|------|------|------|------|------|------|------|------|
| 10                            | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   |
| .12                           | .11  | .10  | .09  | .09  | .08  | .08  | .07  | .06  |
| .24                           | .22  | .20  | .19  | .17  | .16  | .15  | .14  | .14  |
| .36                           | .33  | .30  | .28  | .26  | .24  | .23  | .21  | .20  |
| .49                           | .44  | .41  | .37  | .35  | .32  | .30  | .29  | .27  |
| .61                           | .55  | .51  | .47  | .43  | .41  | .38  | .36  | .34  |
| .73                           | .66  | .61  | .56  | .52  | .49  | .46  | .43  | .41  |
| .85                           | .77  | .71  | .65  | .61  | .57  | .53  | .50  | .47  |
| .97                           | .88  | .81  | .75  | .69  | .65  | .61  | .57  | .54  |
| 1.09                          | .99  | .91  | .84  | .78  | .73  | .68  | .64  | .61  |
| 1.22                          | 1.11 | 1.01 | .94  | .87  | .81  | .76  | .72  | .68  |
| 1.34                          | 1.22 | 1.11 | 1.03 | .96  | .89  | .84  | .79  | .74  |
| 1.46                          | 1.33 | 1.22 | 1.12 | 1.04 | .97  | .91  | .86  | .81  |
| 1.58                          | 1.44 | 1.32 | 1.22 | 1.13 | 1.05 | .99  | .93  | .88  |
| 1.70                          | 1.55 | 1.42 | 1.31 | 1.22 | 1.13 | 1.06 | 1.00 | .95  |
| 1.82                          | 1.66 | 1.52 | 1.40 | 1.30 | 1.22 | 1.14 | 1.07 | 1.01 |
| 1.94                          | 1.77 | 1.62 | 1.50 | 1.39 | 1.30 | 1.22 | 1.14 | 1.08 |
| 2.07                          | 1.88 | 1.72 | 1.59 | 1.48 | 1.38 | 1.29 | 1.22 | 1.15 |
| 2.19                          | 1.99 | 1.82 | 1.68 | 1.56 | 1.46 | 1.37 | 1.29 | 1.22 |
| 2.31                          | 2.10 | 1.93 | 1.78 | 1.65 | 1.54 | 1.44 | 1.36 | 1.28 |
| 2.43                          | 2.21 | 2.02 | 1.87 | 1.74 | 1.62 | 1.52 | 1.43 | 1.35 |
| 2.55                          | 2.32 | 2.13 | 1.98 | 1.82 | 1.70 | 1.60 | 1.50 | 1.42 |
| 2.68                          | 2.43 | 2.23 | 2.06 | 1.91 | 1.78 | 1.67 | 1.57 | 1.49 |
| 2.80                          | 2.54 | 2.33 | 2.15 | 2.00 | 1.86 | 1.75 | 1.65 | 1.55 |
| 2.92                          | 2.65 | 2.43 | 2.24 | 2.08 | 1.95 | 1.82 | 1.72 | 1.62 |
| 3.04                          | 2.76 | 2.53 | 2.34 | 2.17 | 2.03 | 1.90 | 1.79 | 1.69 |
| 3.16                          | 2.87 | 2.63 | 2.43 | 2.26 | 2.11 | 1.98 | 1.86 | 1.76 |
| 3.28                          | 2.98 | 2.74 | 2.53 | 2.35 | 2.19 | 2.05 | 1.93 | 1.82 |
| 3.40                          | 3.10 | 2.84 | 2.62 | 2.43 | 2.27 | 2.13 | 2.00 | 1.89 |
| 3.53                          | 3.21 | 2.94 | 2.71 | 2.52 | 2.35 | 2.20 | 2.07 | 1.96 |
| 3.65                          | 3.32 | 3.04 | 2.81 | 2.61 | 2.43 | 2.28 | 2.15 | 2.03 |
| 3.77                          | 3.43 | 3.14 | 2.90 | 2.69 | 2.51 | 2.36 | 2.22 | 2.09 |
| 3.89                          | 3.54 | 3.24 | 2.99 | 2.78 | 2.59 | 2.43 | 2.29 | 2.16 |
| 4.01                          | 3.65 | 3.34 | 3.09 | 2.87 | 2.68 | 2.51 | 2.36 | 2.23 |
| 4.13                          | 3.76 | 3.45 | 3.18 | 2.95 | 2.76 | 2.58 | 2.43 | 2.30 |
| 4.26                          | 3.87 | 3.55 | 3.27 | 3.04 | 2.84 | 2.66 | 2.50 | 2.36 |
| 4.38                          | 3.98 | 3.65 | 3.37 | 3.13 | 2.92 | 2.74 | 2.58 | 2.43 |
| 4.50                          | 4.09 | 3.75 | 3.46 | 3.21 | 3.00 | 2.81 | 2.65 | 2.50 |
| 4.62                          | 4.20 | 3.85 | 3.55 | 3.30 | 3.08 | 2.89 | 2.72 | 2.57 |
| 4.74                          | 4.31 | 3.95 | 3.65 | 3.39 | 3.16 | 2.96 | 2.79 | 2.63 |
| 4.86                          | 4.42 | 4.05 | 3.74 | 3.47 | 3.24 | 3.04 | 2.86 | 2.70 |
| 4.98                          | 4.53 | 4.15 | 3.84 | 3.56 | 3.32 | 3.12 | 2.93 | 2.77 |
| 5.11                          | 4.64 | 4.26 | 3.93 | 3.65 | 3.40 | 3.19 | 3.00 | 2.84 |
| 5.23                          | 4.75 | 4.36 | 4.02 | 3.73 | 3.49 | 3.27 | 3.08 | 2.90 |
| 5.35                          | 4.86 | 4.46 | 4.12 | 3.82 | 3.57 | 3.34 | 3.15 | 2.97 |
| 5.47                          | 4.97 | 4.56 | 4.21 | 3.91 | 3.65 | 3.42 | 3.22 | 3.04 |

UNITS OF TANGENCY

| ALTITUDE IN THOUSANDS OF FEET |      |      |      |      |      |      |      |      |
|-------------------------------|------|------|------|------|------|------|------|------|
| 19                            | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   |
| .06                           | .06  | .06  | .06  | .05  | .05  | .05  | .05  | .05  |
| .13                           | .12  | .12  | .11  | .11  | .10  | .10  | .09  | .09  |
| .19                           | .18  | .17  | .17  | .16  | .15  | .15  | .14  | .14  |
| .26                           | .24  | .23  | .22  | .21  | .20  | .19  | .19  | .18  |
| .32                           | .30  | .29  | .28  | .26  | .25  | .24  | .23  | .23  |
| .38                           | .36  | .35  | .33  | .32  | .30  | .29  | .28  | .27  |
| .45                           | .43  | .41  | .39  | .37  | .35  | .34  | .33  | .32  |
| .51                           | .49  | .46  | .44  | .42  | .41  | .39  | .37  | .36  |
| .58                           | .55  | .52  | .50  | .48  | .46  | .43  | .42  | .41  |
| .64                           | .61  | .58  | .55  | .53  | .51  | .49  | .47  | .45  |
| .70                           | .67  | .64  | .61  | .58  | .56  | .54  | .51  | .50  |
| .77                           | .73  | .69  | .66  | .63  | .61  | .58  | .56  | .54  |
| .83                           | .79  | .75  | .72  | .69  | .66  | .63  | .61  | .59  |
| .90                           | .85  | .81  | .77  | .74  | .71  | .68  | .65  | .63  |
| .96                           | .91  | .87  | .83  | .79  | .76  | .73  | .70  | .68  |
| 1.02                          | .97  | .93  | .88  | .85  | .81  | .78  | .75  | .72  |
| 1.09                          | 1.03 | .98  | .94  | .90  | .86  | .83  | .80  | .77  |
| 1.15                          | 1.09 | 1.04 | .99  | .95  | .91  | .88  | .84  | .81  |
| 1.22                          | 1.16 | 1.10 | 1.05 | 1.00 | .96  | .92  | .89  | .86  |
| 1.28                          | 1.22 | 1.16 | 1.11 | 1.06 | 1.01 | .97  | .94  | .90  |
| 1.34                          | 1.28 | 1.22 | 1.16 | 1.11 | 1.06 | 1.02 | .98  | .95  |
| 1.41                          | 1.34 | 1.27 | 1.22 | 1.16 | 1.11 | 1.07 | 1.03 | .99  |
| 1.47                          | 1.40 | 1.33 | 1.27 | 1.22 | 1.17 | 1.12 | 1.08 | 1.04 |
| 1.54                          | 1.46 | 1.39 | 1.33 | 1.27 | 1.22 | 1.17 | 1.12 | 1.08 |
| 1.60                          | 1.52 | 1.45 | 1.38 | 1.32 | 1.27 | 1.22 | 1.17 | 1.13 |
| 1.66                          | 1.58 | 1.51 | 1.44 | 1.37 | 1.32 | 1.26 | 1.22 | 1.17 |
| 1.73                          | 1.64 | 1.56 | 1.49 | 1.43 | 1.37 | 1.31 | 1.26 | 1.22 |
| 1.79                          | 1.70 | 1.62 | 1.55 | 1.48 | 1.42 | 1.36 | 1.31 | 1.26 |
| 1.86                          | 1.76 | 1.68 | 1.60 | 1.53 | 1.47 | 1.41 | 1.36 | 1.31 |
| 1.92                          | 1.82 | 1.74 | 1.66 | 1.59 | 1.52 | 1.46 | 1.40 | 1.35 |
| 1.98                          | 1.88 | 1.80 | 1.71 | 1.64 | 1.57 | 1.51 | 1.45 | 1.40 |
| 2.05                          | 1.95 | 1.85 | 1.77 | 1.69 | 1.62 | 1.56 | 1.50 | 1.44 |
| 2.11                          | 2.01 | 1.91 | 1.82 | 1.74 | 1.67 | 1.61 | 1.54 | 1.49 |
| 2.18                          | 2.07 | 1.97 | 1.88 | 1.80 | 1.72 | 1.65 | 1.59 | 1.53 |
| 2.24                          | 2.13 | 2.03 | 1.93 | 1.85 | 1.77 | 1.70 | 1.64 | 1.58 |
| 2.30                          | 2.19 | 2.08 | 1.99 | 1.90 | 1.82 | 1.75 | 1.68 | 1.62 |
| 2.37                          | 2.25 | 2.14 | 2.05 | 1.96 | 1.87 | 1.80 | 1.73 | 1.67 |
| 2.43                          | 2.31 | 2.20 | 2.10 | 2.01 | 1.93 | 1.85 | 1.78 | 1.71 |
| 2.50                          | 2.37 | 2.26 | 2.16 | 2.06 | 1.98 | 1.90 | 1.82 | 1.76 |
| 2.56                          | 2.43 | 2.32 | 2.21 | 2.11 | 2.03 | 1.95 | 1.87 | 1.80 |
| 2.62                          | 2.49 | 2.37 | 2.27 | 2.17 | 2.08 | 1.99 | 1.92 | 1.85 |
| 2.69                          | 2.55 | 2.43 | 2.32 | 2.22 | 2.13 | 2.04 | 1.96 | 1.89 |
| 2.75                          | 2.61 | 2.49 | 2.38 | 2.27 | 2.18 | 2.09 | 2.01 | 1.94 |
| 2.82                          | 2.68 | 2.55 | 2.43 | 2.33 | 2.23 | 2.14 | 2.06 | 1.98 |
| 2.88                          | 2.74 | 2.61 | 2.49 | 2.38 | 2.28 | 2.19 | 2.10 | 2.03 |

17.66

HEADING 48°15' MAG. (=48°00' TRUE)





*P*  
**RESTRICTED**  
REPRODUCED BY  
NON PROLIFERATION TECHN UNIT



# BANSUE MARSHALLING YARD AND THAI CEMENT WORKS

TARGET ILLUSTRATION IC(3)8A.

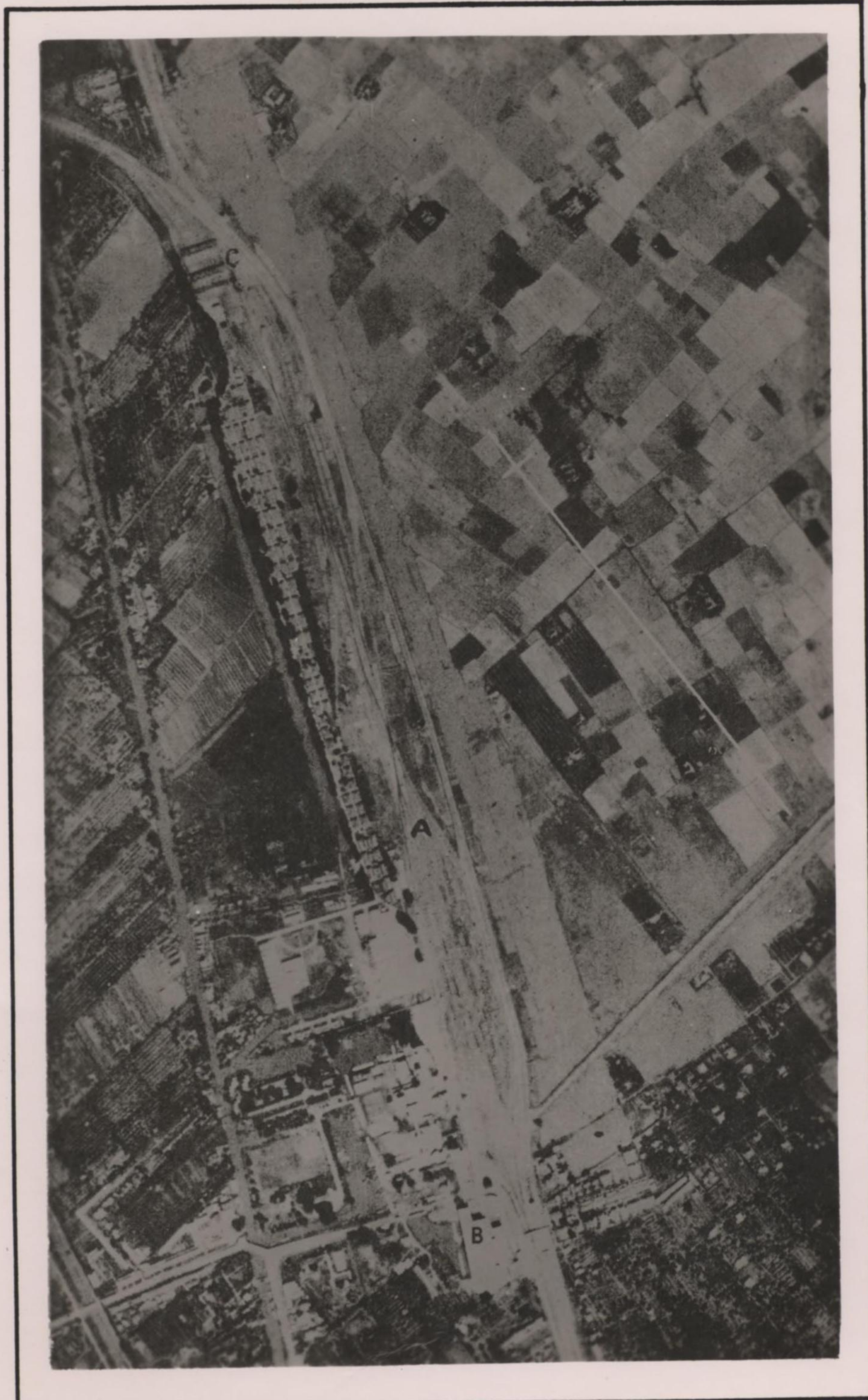
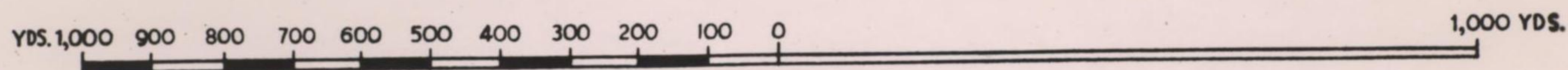


PHOTO N<sup>o</sup> 3174 OF SORTIE BN/56 OF 15<sup>th</sup> DEC. 1943.

Scale 1:10,900 or 5.8 inches to 1 Mile.



## KEY

- A. BANSUE Marshalling Yard.
- B. THAI Cement Works.
- C. Railway Workshops.

17.73

REPRODUCED BY 958TH ENGR. TOPO. CO. (AVN)

DECLASSIFIED

Authority 760063

By SG NARA Date 11/8/05







TARGET UNIT, INTELL. SEC.  
 XX BOMBER COMMAND

### MERGUI AREA

HARBOR AREA (12°26'N-98°35'E) ELEV. APPROX SEA LEVEL  
 15 MILES FROM TARGET-ALTITUDE 25,000 FEET

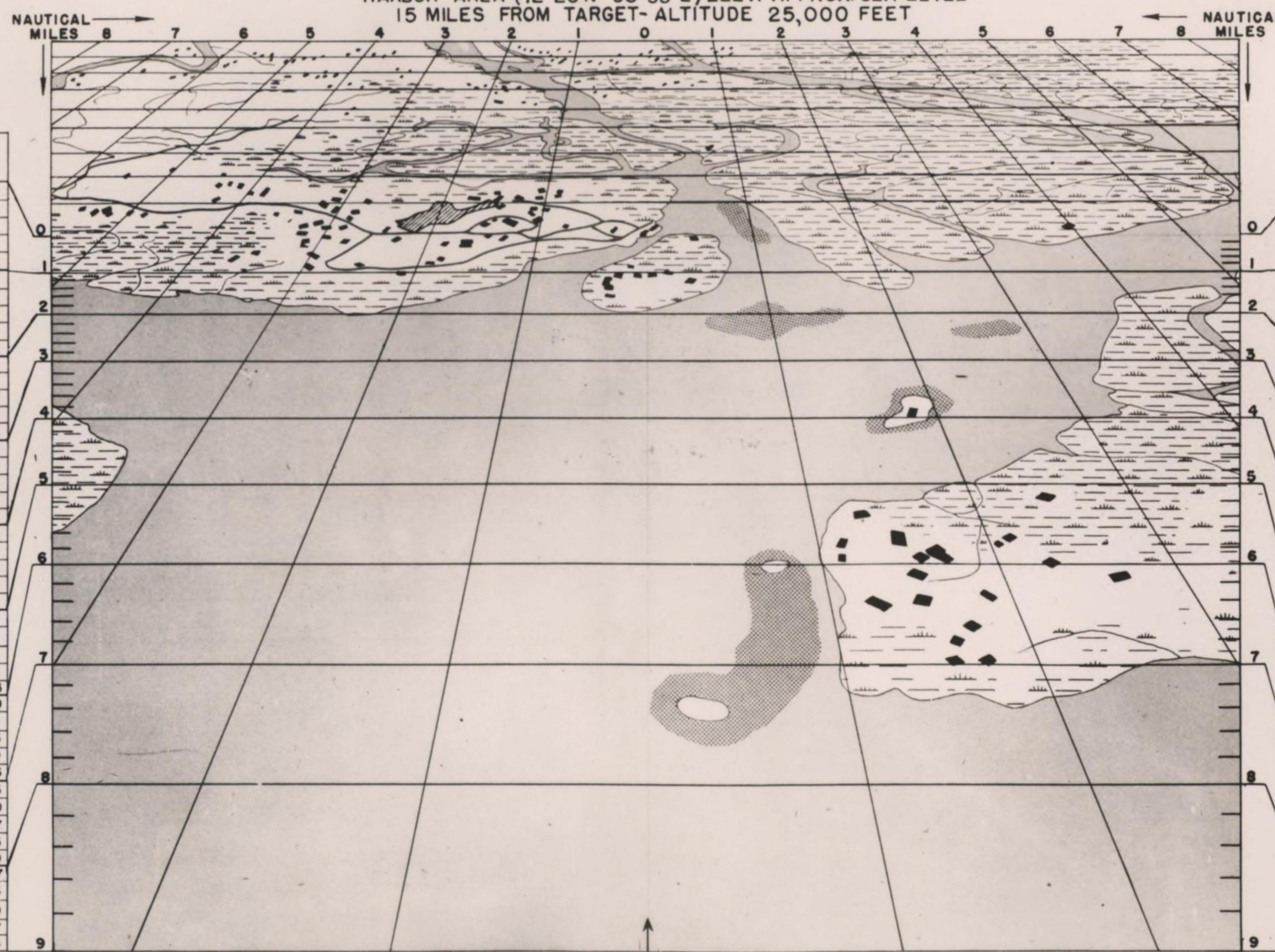
PERSPECTIVE CHART NO.31A  
 RESTRICTED

UNITS OF TANGENCY

| ALTITUDE IN THOUSANDS OF FEET | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18 |
|-------------------------------|------|------|------|------|------|------|------|------|----|
| .12                           | .11  | .10  | .09  | .09  | .08  | .08  | .07  | .06  |    |
| .24                           | .22  | .20  | .19  | .17  | .16  | .15  | .14  | .14  |    |
| .36                           | .33  | .30  | .28  | .26  | .24  | .23  | .21  | .20  |    |
| .49                           | .44  | .41  | .37  | .35  | .32  | .30  | .29  | .27  |    |
| .61                           | .55  | .51  | .47  | .43  | .41  | .38  | .36  | .34  |    |
| .73                           | .66  | .61  | .56  | .52  | .49  | .46  | .43  | .41  |    |
| .85                           | .77  | .71  | .65  | .61  | .57  | .53  | .50  | .47  |    |
| .97                           | .88  | .81  | .75  | .69  | .65  | .61  | .57  | .54  |    |
| 1.09                          | .99  | .91  | .84  | .78  | .73  | .68  | .64  | .61  |    |
| 1.22                          | 1.11 | 1.01 | .94  | .87  | .81  | .76  | .72  | .68  |    |
| 1.34                          | 1.22 | 1.11 | 1.03 | .96  | .89  | .84  | .79  | .74  |    |
| 1.46                          | 1.33 | 1.22 | 1.12 | 1.04 | .97  | .91  | .86  | .81  |    |
| 1.58                          | 1.44 | 1.32 | 1.22 | 1.13 | 1.05 | .99  | .93  | .88  |    |
| 1.70                          | 1.55 | 1.42 | 1.31 | 1.22 | 1.13 | 1.06 | 1.00 | .95  |    |
| 1.82                          | 1.66 | 1.52 | 1.40 | 1.30 | 1.22 | 1.14 | 1.07 | 1.01 |    |
| 1.94                          | 1.77 | 1.62 | 1.50 | 1.39 | 1.30 | 1.22 | 1.14 | 1.08 |    |
| 2.07                          | 1.88 | 1.72 | 1.59 | 1.48 | 1.38 | 1.29 | 1.22 | 1.15 |    |
| 2.19                          | 1.99 | 1.82 | 1.68 | 1.56 | 1.46 | 1.37 | 1.29 | 1.22 |    |
| 2.31                          | 2.10 | 1.93 | 1.78 | 1.65 | 1.54 | 1.44 | 1.36 | 1.28 |    |
| 2.43                          | 2.21 | 2.02 | 1.87 | 1.74 | 1.62 | 1.52 | 1.43 | 1.35 |    |
| 2.55                          | 2.32 | 2.13 | 1.96 | 1.82 | 1.70 | 1.60 | 1.50 | 1.42 |    |
| 2.68                          | 2.43 | 2.23 | 2.06 | 1.91 | 1.78 | 1.67 | 1.57 | 1.49 |    |
| 2.80                          | 2.54 | 2.33 | 2.15 | 2.00 | 1.86 | 1.75 | 1.65 | 1.55 |    |
| 2.92                          | 2.65 | 2.43 | 2.24 | 2.08 | 1.95 | 1.82 | 1.72 | 1.62 |    |
| 3.04                          | 2.76 | 2.53 | 2.34 | 2.17 | 2.03 | 1.90 | 1.79 | 1.69 |    |
| 3.16                          | 2.87 | 2.63 | 2.43 | 2.26 | 2.11 | 1.98 | 1.86 | 1.76 |    |
| 3.28                          | 2.98 | 2.74 | 2.53 | 2.35 | 2.19 | 2.05 | 1.93 | 1.82 |    |
| 3.40                          | 3.10 | 2.84 | 2.62 | 2.43 | 2.27 | 2.13 | 2.00 | 1.89 |    |
| 3.53                          | 3.21 | 2.94 | 2.71 | 2.52 | 2.35 | 2.20 | 2.07 | 1.96 |    |
| 3.65                          | 3.32 | 3.04 | 2.81 | 2.61 | 2.43 | 2.28 | 2.15 | 2.03 |    |
| 3.77                          | 3.43 | 3.14 | 2.90 | 2.69 | 2.51 | 2.36 | 2.22 | 2.09 |    |
| 3.89                          | 3.54 | 3.24 | 2.99 | 2.78 | 2.59 | 2.43 | 2.29 | 2.16 |    |
| 4.01                          | 3.65 | 3.34 | 3.09 | 2.87 | 2.68 | 2.51 | 2.36 | 2.23 |    |
| 4.13                          | 3.76 | 3.45 | 3.18 | 2.95 | 2.76 | 2.58 | 2.43 | 2.30 |    |
| 4.26                          | 3.87 | 3.55 | 3.27 | 3.04 | 2.84 | 2.66 | 2.50 | 2.36 |    |
| 4.38                          | 3.98 | 3.65 | 3.37 | 3.13 | 2.92 | 2.74 | 2.58 | 2.43 |    |
| 4.50                          | 4.09 | 3.75 | 3.46 | 3.21 | 3.00 | 2.81 | 2.65 | 2.50 |    |
| 4.62                          | 4.20 | 3.85 | 3.55 | 3.30 | 3.08 | 2.89 | 2.72 | 2.57 |    |
| 4.74                          | 4.31 | 3.95 | 3.65 | 3.39 | 3.16 | 2.96 | 2.79 | 2.63 |    |
| 4.86                          | 4.42 | 4.05 | 3.74 | 3.47 | 3.24 | 3.04 | 2.86 | 2.70 |    |
| 4.98                          | 4.53 | 4.15 | 3.84 | 3.56 | 3.32 | 3.12 | 2.93 | 2.77 |    |
| 5.11                          | 4.64 | 4.26 | 3.93 | 3.65 | 3.40 | 3.19 | 3.00 | 2.84 |    |
| 5.23                          | 4.75 | 4.36 | 4.02 | 3.73 | 3.49 | 3.27 | 3.08 | 2.90 |    |
| 5.35                          | 4.86 | 4.46 | 4.12 | 3.82 | 3.57 | 3.34 | 3.15 | 2.97 |    |
| 5.47                          | 4.97 | 4.56 | 4.21 | 3.91 | 3.65 | 3.42 | 3.22 | 3.04 |    |

UNITS OF TANGENCY

| ALTITUDE IN THOUSANDS OF FEET | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27  |
|-------------------------------|------|------|------|------|------|------|------|------|-----|
| .06                           | .06  | .06  | .06  | .05  | .05  | .05  | .05  | .05  | .05 |
| .13                           | .12  | .12  | .11  | .11  | .10  | .10  | .10  | .09  | .09 |
| .19                           | .18  | .17  | .17  | .16  | .15  | .15  | .14  | .14  |     |
| .26                           | .24  | .23  | .22  | .21  | .20  | .19  | .19  | .18  |     |
| .32                           | .30  | .29  | .28  | .26  | .25  | .24  | .23  | .23  |     |
| .38                           | .36  | .35  | .33  | .32  | .30  | .29  | .28  | .27  |     |
| .45                           | .43  | .41  | .39  | .37  | .35  | .34  | .33  | .32  |     |
| .51                           | .49  | .46  | .44  | .42  | .41  | .39  | .37  | .36  |     |
| .58                           | .55  | .52  | .50  | .48  | .46  | .43  | .42  | .41  |     |
| .64                           | .61  | .58  | .55  | .53  | .51  | .49  | .47  | .45  |     |
| .70                           | .67  | .64  | .61  | .58  | .56  | .54  | .51  | .50  |     |
| .77                           | .73  | .69  | .66  | .63  | .61  | .58  | .56  | .54  |     |
| .83                           | .79  | .75  | .72  | .69  | .66  | .63  | .61  | .59  |     |
| .90                           | .85  | .81  | .77  | .74  | .71  | .68  | .65  | .63  |     |
| .96                           | .91  | .87  | .83  | .79  | .76  | .73  | .70  | .68  |     |
| 1.02                          | .97  | .93  | .88  | .85  | .81  | .78  | .75  | .72  |     |
| 1.09                          | 1.03 | .98  | .94  | .90  | .86  | .83  | .80  | .77  |     |
| 1.15                          | 1.09 | 1.04 | .99  | .95  | .91  | .88  | .84  | .81  |     |
| 1.22                          | 1.16 | 1.10 | 1.05 | 1.00 | .96  | .92  | .89  | .86  |     |
| 1.28                          | 1.22 | 1.16 | 1.11 | 1.06 | 1.01 | .97  | .94  | .90  |     |
| 1.34                          | 1.28 | 1.22 | 1.16 | 1.11 | 1.06 | 1.02 | .98  | .95  |     |
| 1.41                          | 1.34 | 1.27 | 1.22 | 1.16 | 1.11 | 1.07 | 1.03 | .99  |     |
| 1.47                          | 1.40 | 1.33 | 1.27 | 1.22 | 1.17 | 1.12 | 1.08 | 1.04 |     |
| 1.54                          | 1.46 | 1.39 | 1.33 | 1.27 | 1.22 | 1.17 | 1.12 | 1.08 |     |
| 1.60                          | 1.52 | 1.45 | 1.38 | 1.32 | 1.27 | 1.22 | 1.17 | 1.13 |     |
| 1.66                          | 1.58 | 1.51 | 1.44 | 1.37 | 1.32 | 1.26 | 1.22 | 1.17 |     |
| 1.73                          | 1.64 | 1.56 | 1.49 | 1.43 | 1.37 | 1.31 | 1.26 | 1.22 |     |
| 1.79                          | 1.70 | 1.62 | 1.55 | 1.48 | 1.42 | 1.36 | 1.31 | 1.26 |     |
| 1.86                          | 1.76 | 1.68 | 1.60 | 1.53 | 1.47 | 1.41 | 1.36 | 1.31 |     |
| 1.92                          | 1.82 | 1.74 | 1.66 | 1.59 | 1.52 | 1.46 | 1.40 | 1.35 |     |
| 1.98                          | 1.88 | 1.80 | 1.71 | 1.64 | 1.57 | 1.51 | 1.45 | 1.40 |     |
| 2.05                          | 1.95 | 1.85 | 1.77 | 1.69 | 1.62 | 1.56 | 1.50 | 1.44 |     |
| 2.11                          | 2.01 | 1.91 | 1.82 | 1.74 | 1.67 | 1.61 | 1.54 | 1.49 |     |
| 2.18                          | 2.07 | 1.97 | 1.88 | 1.80 | 1.72 | 1.65 | 1.59 | 1.53 |     |
| 2.24                          | 2.13 | 2.03 | 1.93 | 1.85 | 1.77 | 1.70 | 1.64 | 1.58 |     |
| 2.30                          | 2.19 | 2.08 | 1.99 | 1.90 | 1.82 | 1.75 | 1.68 | 1.62 |     |
| 2.37                          | 2.25 | 2.14 | 2.05 | 1.96 | 1.87 | 1.80 | 1.73 | 1.67 |     |
| 2.43                          | 2.31 | 2.20 | 2.10 | 2.01 | 1.93 | 1.85 | 1.78 | 1.71 |     |
| 2.50                          | 2.37 | 2.26 | 2.16 | 2.06 | 1.98 | 1.90 | 1.82 | 1.76 |     |
| 2.56                          | 2.43 | 2.32 | 2.21 | 2.11 | 2.03 | 1.95 | 1.87 | 1.80 |     |
| 2.62                          | 2.49 | 2.37 | 2.27 | 2.17 | 2.08 | 1.99 | 1.92 | 1.85 |     |
| 2.69                          | 2.55 | 2.43 | 2.32 | 2.22 | 2.13 | 2.04 | 1.96 | 1.89 |     |
| 2.75                          | 2.61 | 2.49 | 2.38 | 2.27 | 2.18 | 2.09 | 2.01 | 1.94 |     |
| 2.82                          | 2.68 | 2.55 | 2.43 | 2.33 | 2.23 | 2.14 | 2.06 | 1.98 |     |
| 2.88                          | 2.74 | 2.61 | 2.49 | 2.38 | 2.28 | 2.19 | 2.10 | 2.03 |     |



SEPTEMBER 1944 17.67

HEADING 142°00' MAG. = (141°00' TRUE)

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C O N F I D E N T I A L

HEADQUARTERS  
XX BOMBER COMMAND  
Intelligence Section  
APO 493

FLAK INTELLIGENCE  
BULLETIN NUMBER B-4

BANGKOK - 13°48'N - 100°33'E

23 November 1944

Reference: Figure 1, "Heavy Antiaircraft Defenses, BANGKOK Area", dated 13 November 1944. Although this chart is dated 13 November 1944, the information presented is correct to 23 November 1944 as no conflicting or additional information has been received by this headquarters.

Last dates of photo cover should be changed as follows:  
(1) KANCHANABURI - 10 November 1944, (2) BANGKOK - 10 November 1944, and (3) LAEM FA PHA - 10 November 1944.

- I. HEAVY ANTI-AIRCRAFT DEFENSES: Reference Figure 1.  
II. FIRE ENCOUNTERED FROM THIS AREA: Reference Figure 1.  
III. PROBABLE ACCURACY AND INTENSITY OF AA FIRE THAT WILL BE ENCOUNTERED

During daylight and under CAVU conditions heavy antiaircraft fire from all gun defended areas shown in Figure 1 should be meager and inaccurate for altitudes over 15,000 feet. If an attack is spread over a relatively long period of time, however, the accuracy should improve.

Both types, HAA and AW, will also increase in accuracy and intensity at lower altitudes.

IV. WARNING NETS

Because of the existence of an adequate warning net in the South BURMA Area, it is expected that the enemy will have prior warning of any attack.

V. SMOKE SCREENS, BARRAGE BALLOONS, AND HIGH-ALTITUDE BALLOONS:

No information obtained.

VI. RECOMMENDED ROUTES OF APPROACH AND WITHDRAWAL - BANGKOK Ref: Fig 1.

IN Headings: 110° through 180° or 240° through 290°  
OUT Headings: 60° through 110° or 290° through 0°

Routes should also bypass all areas where HAA guns are reported or where HAA fire has been encountered.

VII. SOURCES OF INFORMATION

1. Section V, "Jap Antiaircraft Defenses", W.I.S., E.A.C, through #12, 17 November 1944.
2. "PQ" Reports, C.P.I.C., S.E.A., through #89.

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*Frank L. Scott Jr*  
FRANK L. SCOTT, JR.  
Lt. Col., Air Corps  
Chief, Intelligence Section

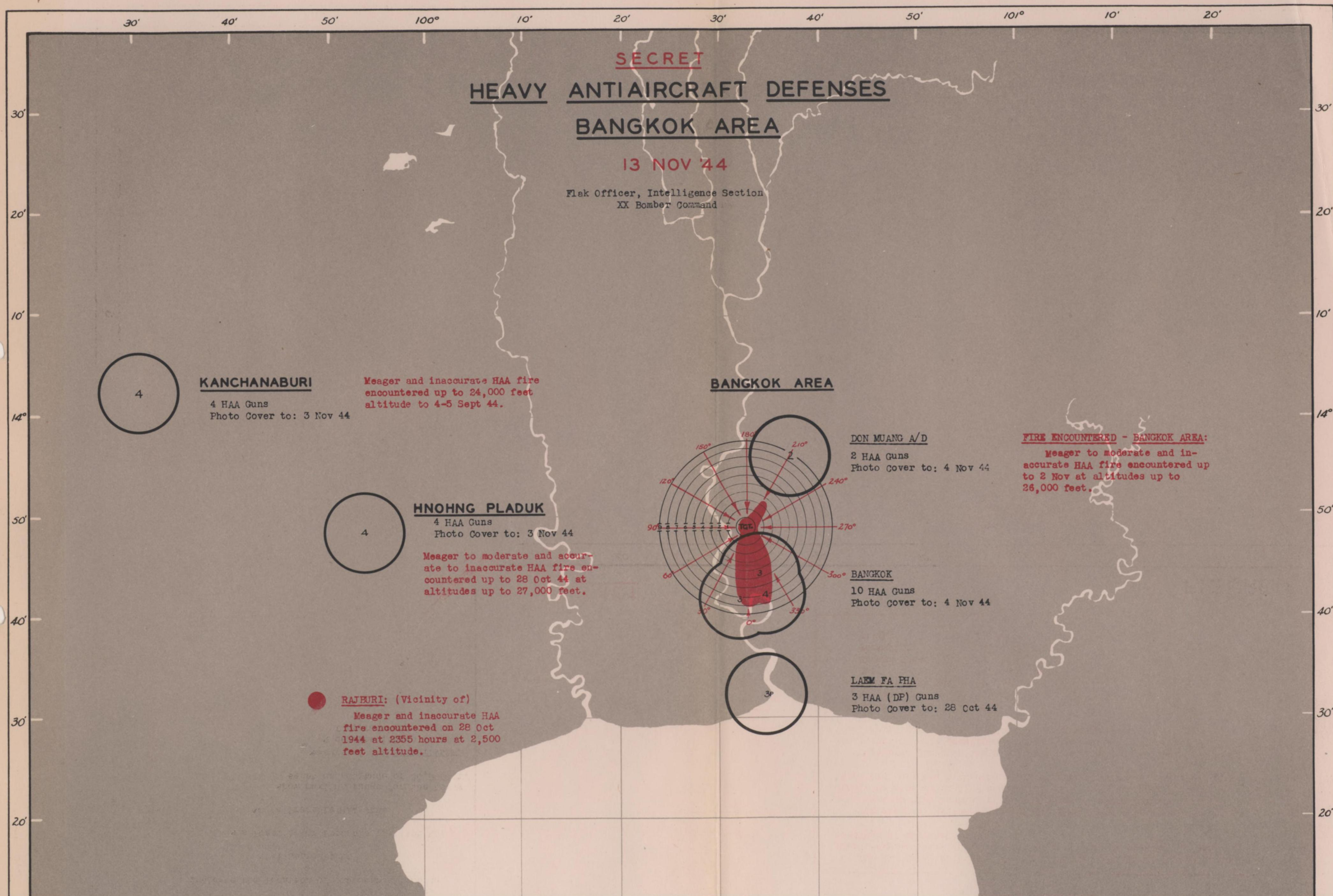
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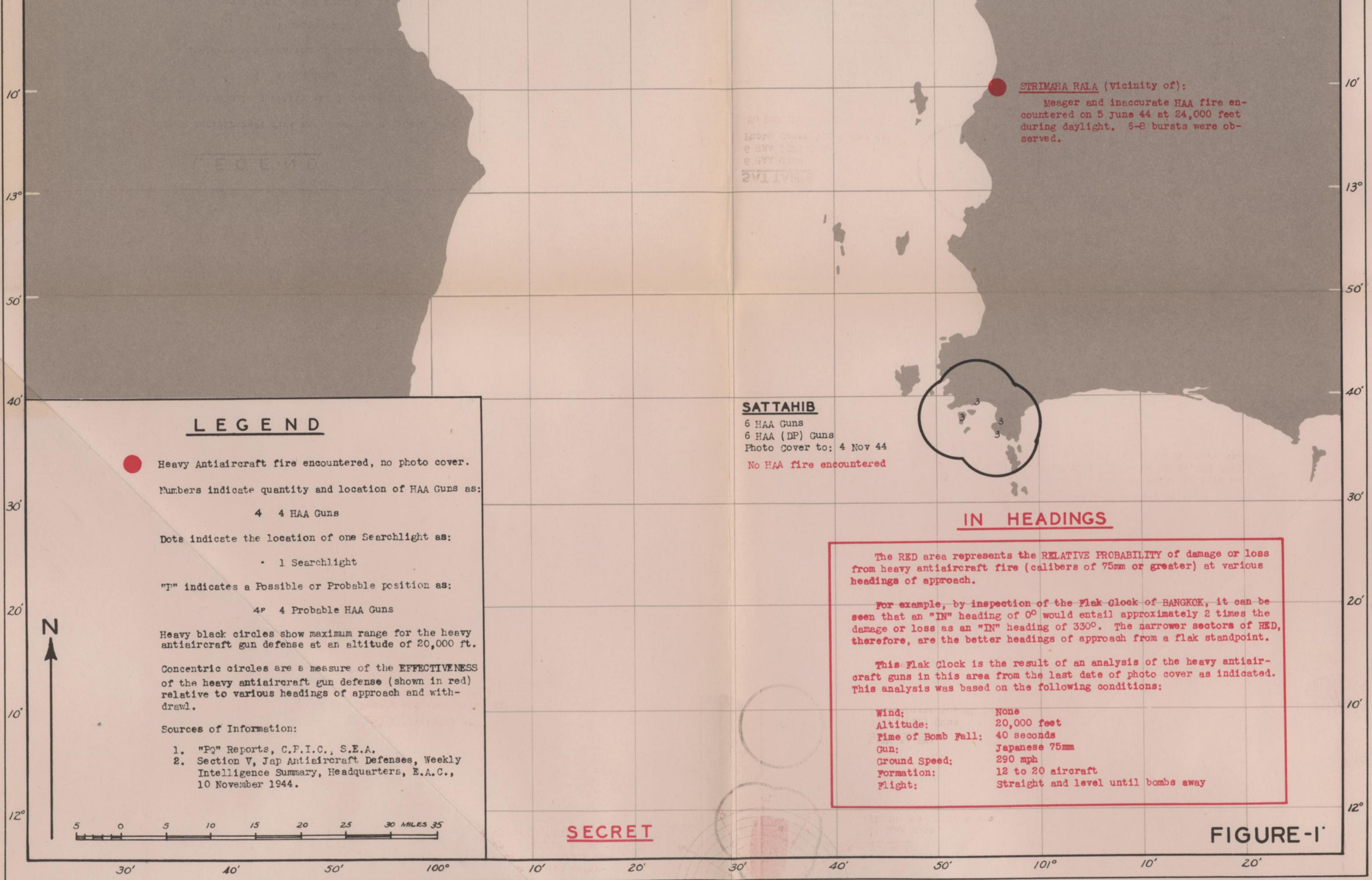
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**LEGEND**

● Heavy Antiaircraft fire encountered, no photo cover.  
 Numbers indicate quantity and location of HAA Guns as:  
 4 4 HAA Guns  
 Dots indicate the location of one Searchlight as:  
 • 1 Searchlight  
 "P" indicates a Possible or Probable position as:  
 4P 4 Probable HAA Guns  
 Heavy black circles show maximum range for the heavy antiaircraft gun defense at an altitude of 20,000 ft.  
 Concentric circles are a measure of the EFFECTIVENESS of the heavy antiaircraft gun defense (shown in red) relative to various headings of approach and withdrawal.  
 Sources of Information:  
 1. "Pq" Reports, C.F.I.C., S.E.A.  
 2. Section V, Jap Antiaircraft Defenses, Weekly Intelligence Summary, Headquarters, E.A.C., 10 November 1944.

**SATTAHIB**  
 6 HAA Guns  
 6 HAA (DP) Guns  
 Photo Cover to: 4 Nov 44  
 No HAA fire encountered

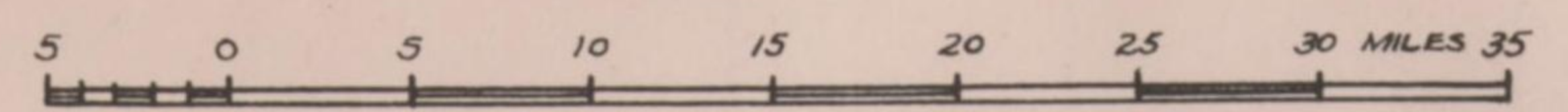
**IN HEADINGS**

The RED area represents the RELATIVE PROBABILITY of damage or loss from heavy antiaircraft fire (calibers of 75mm or greater) at various headings of approach.

For example, by inspection of the Flak Clock of BANGKOK, it can be seen that an "IN" heading of 0° would entail approximately 2 times the damage or loss as an "IN" heading of 330°. The narrower sectors of RED, therefore, are the better headings of approach from a flak standpoint.

This Flak Clock is the result of an analysis of the heavy antiaircraft guns in this area from the last date of photo cover as indicated. This analysis was based on the following conditions:

|                    |                                     |
|--------------------|-------------------------------------|
| Wind:              | None                                |
| Altitude:          | 20,000 feet                         |
| Time of Bomb Fall: | 40 seconds                          |
| Gun:               | Japanese 75mm                       |
| Ground Speed:      | 290 mph                             |
| Formation:         | 12 to 20 aircraft                   |
| Flight:            | Straight and level until bombs away |



**SECRET**

**FIGURE-1'**



C O N F I D E N T I A L

HEADQUARTERS  
XX BOMBER COMMAND  
Intelligence Section  
APO 493

FLAK INTELLIGENCE  
BULLETIN NUMBER B-5

MERGUI  
12°26'N - 98°37'E

23 November 1944

I. HAA DEFENSES

This area is defended by 11 HAA Guns as follows:

| <u>Site Number</u> | <u>Grid Coord.*</u> | <u>Occupied by</u> | <u>Last Date</u> |
|--------------------|---------------------|--------------------|------------------|
| 2                  | PY 598616           | 4 HAA              | 7 Nov 44         |
| 5                  | PY 617623           | 2 HAA              | 7 Nov 44         |
| 9                  | PY 628581           | 2 HAA              | 7 Nov 44         |
| 10                 | PY 576586           | 3 HAA              | 18 Nov 44        |

\* Grid Coordinates, Reference: Survey of India, Grid Map of Asia, 1:500,000, 1943 Edition.

II. HAA FIRE ENCOUNTERED

Heavy anti-aircraft fire encountered during the spring of 1944 was meager and inaccurate. Ground flashes, but no bursts, were observed on 23 October 1944, and on 9 November meager and inaccurate HAA fire was encountered at 3000 and 6300 feet altitude at 1752 hours.

III. PROBABLE ACCURACY AND INTENSITY OF HAA FIRE THAT WILL BE ENCOUNTERED

HAA fire will be meager and inaccurate for altitudes above 20,000 feet under CAVU conditions.

IV. WARNING NETS

It is expected that the enemy will have prior warning of any approach to the area because of the existence of an adequate warning net in the South BURMA Area.

V. SMOKESCREENS, BARRAGE AND HIGH-ALTITUDE BALLOONS AND BALCK OUT

No information.

VI. RECOMMENDED ROUTES OF APPROACH AND WITHDRAWAL

Ref: Fig 1

In Headings: 340° through 30° to 125°  
Out Headings: 160° through 210° to 305°

VII. SOURCES OF INFORMATION

1. "PQ" Reports, C.P.I.C., S.E.A., up to and including PQ #89.
2. Section V, Jap Antiaircraft Defenses, Weekly Intelligence Summary, Headquarters, E.A.C., including 17 November 1944.

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F L A K C L O C K

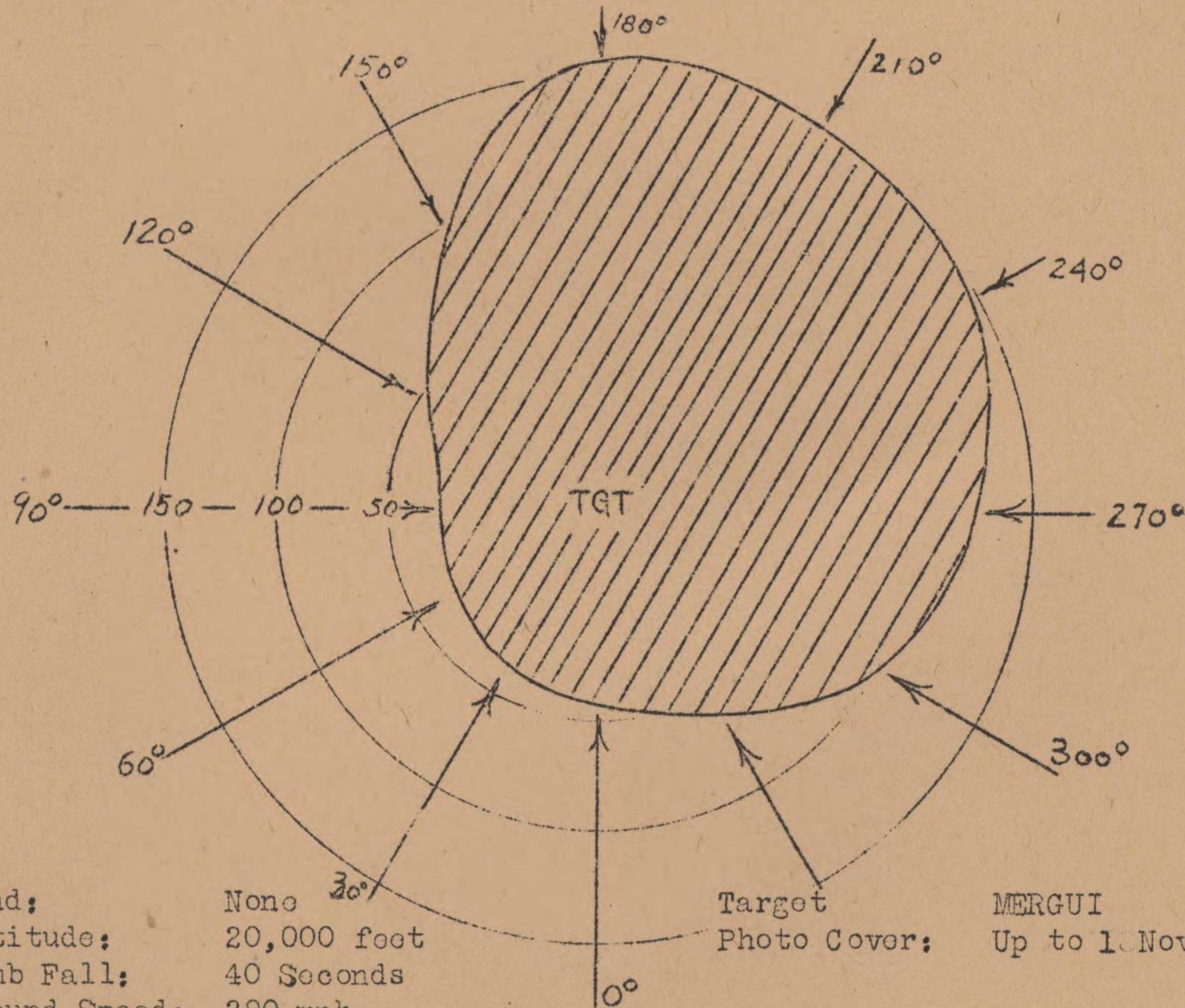
Figure 1

Flak Officer, Intelligence Section  
XX Bomber Command

This diagram when used as a map, represents an evaluation of the heavy antiaircraft defenses of the target. The shaded section represents the total probability of damage (in arbitrary units) due to flak, for any particular IN HEADING. The BEST course IN is through the narrowest sector of the shaded area. Recommended routes of approach and withdrawal are;

IN Heading: 340° through 30° to 125°

OUT Heading: 160° through 210° to 305°



Wind: None  
Altitude: 20,000 feet  
Bomb Fall: 40 Seconds  
Ground Speed: 290 mph  
Gun: Japanese 75mm  
Single aircraft and straight and level flight until bombs away.

Target: MERGUI  
Photo Cover: Up to 1. Nov 44

C O N F I D E N T I A L



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HEADQUARTERS  
XX BOMBER COMMAND  
Intelligence Section  
ATC 493

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FLAK INTELLIGENCE      TAUNGUI - 18°52'N - 94°15'E      23 November 1944  
BULLETIN NUMBER B-5

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I. HAA DEFENSES

This area is defended by 4 HAA guns (site #4, Grid Coord UD375945) located approximately 2000 yards from the aiming point at 288 degrees based on photo cover up to 11 November 1944.

II. HAA FIRE ENCOUNTERED FROM THIS AREA

HAA fire above 18,000 feet has been meager and inaccurate under daylight and CAVU conditions. Fire has been very inaccurate through 10/10's undercast. For altitudes below 18,000 feet HAA opposition has been from meager to moderate and accurate to inaccurate. The last HAA fire reported from this area was on 6 November 1944.

III. PROBABLE ACCURACY AND INTENSITY OF HAA FIRE THAT WILL BE ENCOUNTERED

HAA fire will be meager and inaccurate for altitudes above 20,000 feet under CAVU conditions.

IV. WARNING

It is expected that the enemy will have prior warning of any approach to the area because of the existence of an adequate warning net in the BURMA area.

V. SMOKESCREENS, BARRAGE AND HIGH-ALTITUDE BALLOONS AND BLACKOUT

No information.

VI. RECOMMENDED ROUTES OF APPROACH AND WITHDRAWAL

REF: Fig 1.

In headings: 210° through 270° to 0°.  
Out headings: 50° through 90° to 180°.

VII. SOURCES OF INFORMATION

1. "FQ" Reports, C.F.I.C., S.E.A., up to and including FQ #89.
2. Section V, Jap Antiaircraft Defenses, Weekly Intelligence Summary, Headquarters, E.A.C., up to 17 November 1944.

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Figure 1

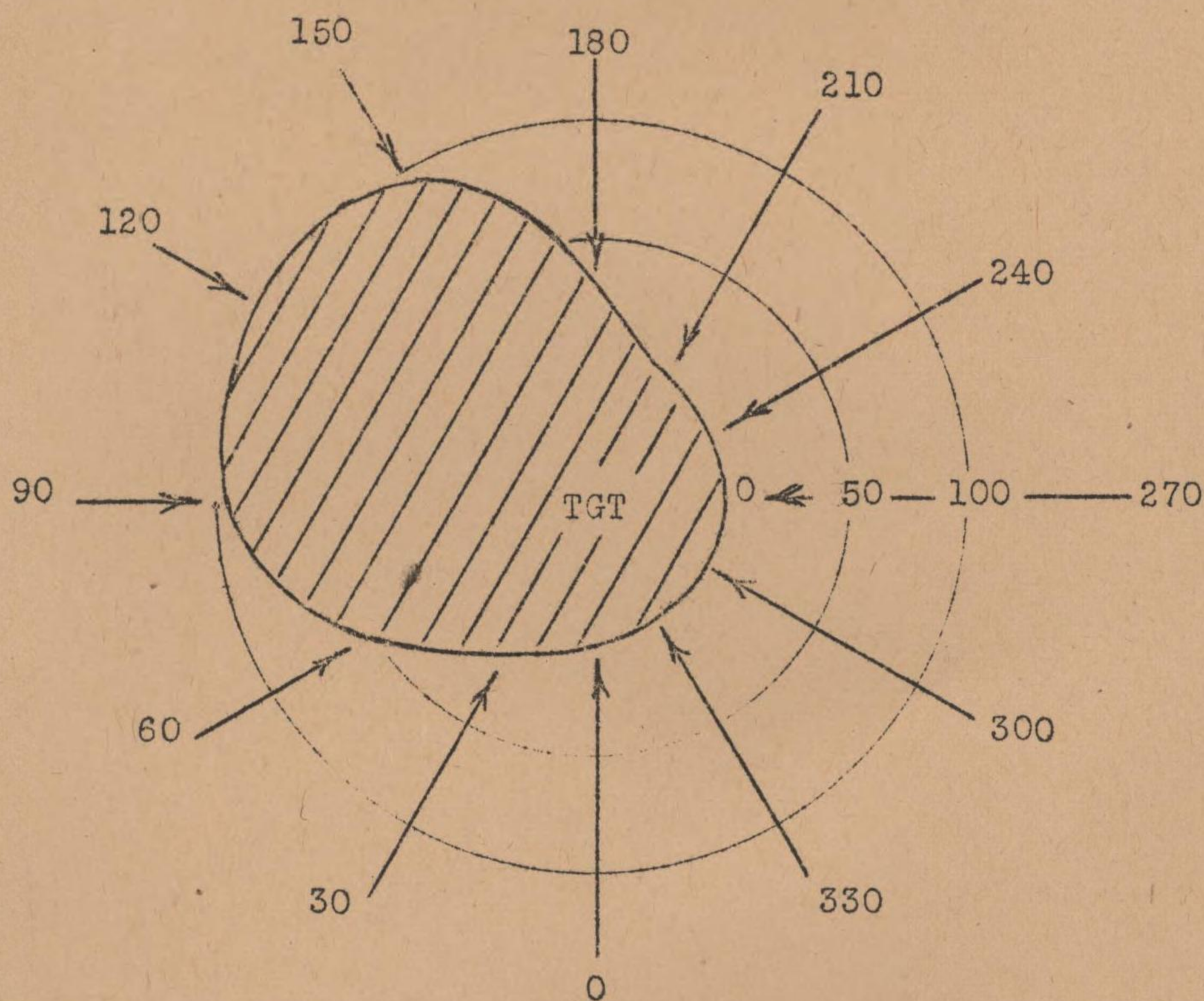
F L A K C L O C K

Flak Officer, Intelligence Section  
XX Bomber Command

This diagram when used as a map, represents an evaluation of the heavy antiaircraft defenses of the target. The shaded section represents the total probability of damage (in arbitrary units) due to flak, for any particular HEADING on an IN course. The BEST course IN would be through the narrowest sector of the shaded area. Recommended routes of approach and withdrawal are:

IN Headings: 210° through 270° to 0°

OUT Headings: 30° through 90° to 180°



NORTH

Wind: None  
Altitude: 20,000 feet  
Bomb Fall: 40 seconds  
Ground Speed: 290 mph  
Gun: Japanese 75mm  
Single aircraft, straight and level  
flight until bombs away.

Target: Stores Area, TAUNGUP  
Photo Cover: Up to 11 Nov. 44.

- 2 -

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