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- c. The 444th Bombardment Group, dispatching its aircraft from rear base area as rapidly as possible beginning 0200Z on D-Day minus 1, will furnish fourteen (14) aircraft at CHINA B.Y. Airfield, CEYLON.

These aircraft will be dispatched as rapidly as possible on D-Day, immediately following aircraft of the 40th Bombardment Group. They will attack the PLADJOE REFINERY at PALEMBANG, SUMATRA, as follows:

IP will be KEPI POINT (02°21'S, 104°45'E).

AXIS OF ATTACK will be 172° True.

AIMING POINT will be the northwest corner of the central cracking, distilling and reforming unit (See point A on RAF Target Chart No. 94.2-61, Annex No. 3).

METHOD OF BOMBING will be by individual aircraft at an even thousand foot altitude not less than 8,000 feet true. Bombing will be accomplished visually if possible. Intervalometer setting will be 200 feet.

Each aircraft will load four (4) GP 500 lb AN-M-64 (Composition B) bombs to be fused one-tenth (.1) second nose and twenty-five thousandths (.025) second tail. Fuses will be carried in each aircraft but bombs will not be fused until after reaching CHINA B.Y. In addition, three (3) of the fourteen (14) aircraft will be equipped to obtain night photographs of the target.

- d. The 468th Bombardment Group, dispatching its aircraft from rear base area as rapidly as possible beginning 0300Z on D-Day minus 1, will furnish fourteen (14) aircraft at CHINA B.Y. Airfield, CEYLON.

These aircraft will be dispatched as rapidly as possible on D-Day, immediately following aircraft of the 444th Bombardment Group. They will attack PLADJOE REFINERY at PALEMBANG, SUMATRA, as follows:

IP will be KEPI POINT (02°21'S, 104°45'E.)

AXIS OF ATTACK will be 172° True.

AIMING POINT will be the northwest corner of the central cracking, distilling and reforming unit (See Point A on RAF Target Chart No. 94.2-61, Annex No. 3).

METHOD OF BOMBING will be by individual aircraft at an even thousand foot altitude not less than 8,000 feet true. Bombing will be accomplished visually if possible. Intervalometer setting will be 200 feet.

Eight (8) aircraft will load four (4) GP 500 lb AN-M-64 (Composition B) bombs each, to be fused one-tenth (.1) second nose and twenty-five thousandths (.025) second tail. Fuses will be carried in each aircraft but bombs will not be fused until after reaching CHINA B.Y. The remaining six (6) aircraft will load four (4) Clusters, Incendiary, M-17 each. The aircraft loaded with incendiaries will be scheduled last for take-off, both from Rear Base Area and on mission. In addition, three (3) of the fourteen (14) aircraft will be equipped to obtain night photographs of the target.

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- x. (1) Four (4) auxiliary fuel tanks will be installed in each aircraft but will not be serviced for the mission until reaching CHINA BAY.
- (2) Fuel will be transferred from auxiliary tanks prior to reaching a point-of-no-return on fuel remaining in wing tanks at any time.
- (3) All aircraft will be loaded with 200 rounds of .50 cal. ammunition per gun except the tail turrets which will be fully loaded.
- (4) Combat crews will be given a general briefing in the Rear Area by Group personnel and a special briefing in the staging area by Group and Command Staff personnel. All props for general briefing at CHINA BAY will be provided by this Headquarters.
- (5) The post mission interrogation will be accomplished at CHINA BAY by Group personnel.
- (6) Photographic film will be processed at CHINA BAY by the XX Bomber Command Photographic Officer.
- (7) No more than one (1) staff observer will be carried in each aircraft on the mission.
4. Administrative and Supply Details: See Administrative Order No. 4.
5. a. (1) Signal Communications: See Signal Orders, Annex No. 5.
- (2) RCM: See RCM Orders, Annex No. 2.
- b. Command Post:
- (1) Boomerang Headquarters, XX Bomber Command, China Bay, Ceylon.

L. G. SLUNDERS,
Brigadier General, U. S. A.,
Commanding.

OFFICIAL:

JOHN E. UPSTON,
Brigadier General, U. S. A.,
A/C of S, A-3.

ANNEXES:

- #1 - Intelligence
2 - RCM Orders
3 - Objective Folders
4 - Radar Folders
5 - Signal Orders
6 - Mining Instructions

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HEADQUARTERS
XX BOMBER COMMAND
APO 493

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:Initial *WJR* :
:24 July 1944 :
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ADMINISTRATIVE ORDER NO. 4

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1. COMMAND POST DESIGNATION

The Advanced Echelon, XX Bomber Command Headquarters, at China Bay Air Field, in conformance with British code name for this project, is designated the Boomerang Headquarters. All bombardment groups will be staged from the China Bay Air Field.

2. SUPPLY

a. All classes of supplies basically required for this mission will be on hand at the forward base with the exception of the following commodities. The B-24 and/or combat B-29 aircraft assigned to each Group will be used for transport. The Commanding Officer of each bombardment group is hereby directed to have these commodities on hand at China Bay on or before D-1.

- (1) 2 ea engine maintenance stands.
- (2) 4 ea fire extinguishers.
- (3) 1 ea tire changing ramp.
- (4) 4 ea tow bars with sufficient pins.
- (5) 4 ea Lister bags.
- (6) Aircraft repair and maintenance tools as deemed desirable by Group Commander, based upon assumption that Group operation must be self-sustaining. This is not to include wing jacks and engine hoists, as this equipment will be available if required. Oxygen, acetylene and electric welding facilities, and machine shops are also available at China Bay.
- (7) Aircraft spare parts as deemed desirable by Group Commander, based upon assumption that Group operation must be self-sustaining. This is not to include engines. Shipment of spare parts must be held to a minimum consistent with efficient operation.
- (8) Sufficient "C" and "K" rations and fruit juice for combat crew members.
- (9) Medical whiskey for post missional use.
- (10) Office supplies as deemed desirable by Group Commander.

b. Aviation gasoline will be obtained at gasoline dispensing outlets adjacent to the aircraft in the parked position. Each outlet has two hoses, lengths of fifty feet and one hundred feet respectively. Aircraft crew personnel will service aircraft.

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C. G. AAF. by
Ray Baker
Capt. A. C.

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- c. Aviation oil will be serviced by Group personnel to aircraft from trucks to be assigned to the Bombardment Group while at China Bay.
- d. All requests for supplies and equipment required for operation while in the China Bay area will be made to the Boomerang Headquarters and not to allied activities in the area.
- e. Each Bombardment Group will have at China Bay on or before D-2, at least one officer designated as Maintenance and Supply Officer. (To be transported by Group facilities).
- f. Six British tents will be made available to each Group for establishing a headquarters area and the tents will be erected by Group personnel.

3. MESS

- a. All personnel comprising the XX Bomber Command activities in the China Bay area will be messed in two messes under the direction of the Boomerang Headquarters, one for officers and one for enlisted men, which will commence feeding on the morning of D-2. Prior to D-2, all personnel in the China Bay area will eat in British messes and will be charged 1-1/2 rupees per day.
- b. Each Bombardment Group is required to supply three cooks to China Bay, and they are to report for duty to the Mess and Billeting Officer, Boomerang Headquarters, in the China Bay area on D-5. Transportation for these personnel will be supplied by the XX Bomber Command Headquarters. (Further orders will be forthcoming.) Each Group is also required to supply one cook's helper on or before D-1, who will report to the Mess and Billeting Officer at Boomerang Headquarters. (To be transported by Group facilities.)
- c. All personnel (officers and enlisted men) will eat in field mess style, and will carry with them the mess kit, knife, fork and spoon, canteen and cup.

4. BILLETS

- a. Sufficient quarters are available ~~for all~~ personnel.
- b. Each Group will appoint a Billet Officer (can be in addition to other duties), who will report to the Mess and Billeting Officer, Boomerang Headquarters, China Bay area, on or before D-2.
- c. All personnel (officers and enlisted men) are required to carry with them the following bedding equipment:

One blanket or sleeping bag; or additional bedding roll.
Sheets (if desired)
Air Mattress (if desired)
Mosquito Net

Note: The British have on hand only cots, and no bedding equipment will be available.

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Ray Baker
Capt. A. C.

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5. EVACUATION

a. Casualties

- (1) Ambulances will be available upon request of airplane commanders if casualties are aboard.
- (2) Each Bombardment Group is directed to have at China Bay on or before D-2, a minimum of two Medical Department enlisted men and one Squadron or Group Surgeon. (Transported by Group transportation)
- (3) Evacuation will be accomplished by means of air and/or ambulance, and will be under the direction of the Surgeon, Boomerang Headquarters.

6. PERSONNEL MOVEMENT

- a. Each Bombardment Group will be limited to a quantity of 60 personnel additional to combat crew members for the total mission period at China Bay. The schedule of movement of these additional personnel will be within the prescribed limits as follows:

- D-16 One telephone operator per group (to be transported by XX Bomber Command Headquarters facilities). Separate instructions will be issued relative to this.
- D-5 Three cooks per group (to be transported by XX Bomber Command Headquarters facilities). Separate instructions will be issued relative to this.
- D-4 Not to exceed 26 additional personnel per group.
- D-3 Not to exceed 10 additional personnel per group.
- D-2 Not to exceed 20 additional personnel per group (to include one weather man).

- b. Upon completion of the mission, group personnel will depart from the China Bay area at direction of the Group Commanders, except in the case of the cooks and telephone operators.

- c. Functions requiring group personnel in the China Bay area are:

Mess -- (Note paragraph 3b)

Telephone Installation -- (Note paragraph 6a)

Maintenance and Supply

Medical -- (Note paragraph 5a(2))

Briefing, interrogation and operations -- (Note instructions in Field Order.

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- c. (Cont'd) Guards -- (One crew member is required to be on duty at each airplane at all times. The British will supply all external guards.)
Weather -- (Note paragraph 6a)

8. BURIAL

- a. Place -- St. Stevens Church Cemetery, Trincomalee.
b. Procedure -- Under direction of Boomerang Headquarters, China Bay area.

9. TRANSPORTATION

- a. Air -- Aircraft assigned to Bombardment Groups and under direction of Group Commander. No B-29 aircraft will be flown to China Bay before D-1. If aircraft are not available for transport purposes within each group, request for a C-46 will be made to the A-3 Section, XX Bomber Command, Hijli Air Base.
b. Ground -- Vehicles will be assigned to the Group Supply and Maintenance Officer upon his arrival at China Bay to form separate Group motor pools.

10. MISCELLANEOUS

- a. Cameras will not be taken by any personnel.
b. All personnel will eat only at the specified messes unless otherwise authorized by Boomerang Headquarters.
c. All personnel will be restricted to the China Bay Air Field area, and Dutch facilities are off limits unless specifically authorized by Commanding Officer, Boomerang Headquarters.
d. Water on or about the China Bay Air Field obtained from taps is potable.

L. G. SAUNDERS
Brigadier General, U.S.A.
Commanding

OFFICIAL:

P. H. Robey
P. H. ROBEY
Colonel, G.S.C.
Asst. C/S, A-4

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By Authority of
C. G. AAF, by *Kay L. Baker*
Major, Capt. A. C.

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EXHIBITS TO ANNEXES

Mission No. 5

10-11 August 1944

Exhibits to annexes to Field Orders No. 5 included herein have been reduced to a uniform size of 8" x 13 inches. Exhibits and their approximate original size are as follows:

<u>Annex No.</u>	<u>Sequence</u>	<u>Title or Description</u>	<u>Approx. original size (inches)</u>
1 (Intelligence)	1	Exhibit "A" - Navigation Air Chart	18 x 22
	2	Exhibit "B-1" - Airfields in Sumatra	7-1/2 x 9
	3	Exhibit "B-2" - Palembang Airfields	7-1/2 x 8-1/4
	4	Exhibit "C" - Heavy Antiaircraft Guns and Radar Coverage	9 x 9-1/4
3 (Objective Folders)	1	Pladjoe Area-Perspective Chart 18A	8 x 16
	2	Pladjoe Area-Perspective Chart 18B	8 x 15-3/4
	3	Pladjoe Area-Chart No. 17	8 x 16
	4	Pladjoe Area-Chart No. 18	16-1/4 x 17-1/4
	5	AAF Target Chart, NEI, No. 61 (Pladjoe)	15-1/2x19-1/2
	6	Target model pictures (Pladjoe)	8 x 8
	7	Target model pictures (Pladjoe)	8 x 16
	8	Target model picture (Pladjoe)	15-1/2 x 15-1/2
	9	Pangkalanbrandan Refinery annotated photograph	8-1/2 x 16-1/4
	10	Pangkalanbrandan Area-Chart No. 24	16-1/4 x 17-3/8
	11	Target model pictures (Pangkalanbrandan)	8 x 16
	12	Target model picture (Pangkalanbrandan)	7-1/2 x 15-3/4
	13	Target model picture (Pangkalanbrandan)	15-1/2 x 16
	14	AAF Target Chart, NEI, No. 67 (Indarung)	22 x 29
4 (Radar)	1	Pladjoe scope prediction-Point "A" (132°T)	8 x 16-1/4
	2	Pladjoe scope prediction-Point "A" (172°T)	8 x 16-1/4
	3	Pladjoe scope prediction-Point "A" (198°T)	8 x 16-1/4
	4	Pladjoe scope prediction-Point "B" (132°T)	8 x 16-1/4
	5	Pladjoe scope prediction-Point "B" (172°T)	8 x 16-1/4
	6	Pladjoe scope prediction-Point "B" (198°T)	8 x 16-1/4
	7	Radar approach chart - Pladjoe	16-3/4x16-1/2
	8	AAF Target Chart, NEI, No. 61 (Pladjoe)	15-1/2x19-1/2
	9	Pangkalanbrandan scope prediction Point "X"	8 x 16-1/4
	10	Radar approach chart - Pangkalanbrandan	16-1/4x16-1/2
	11	Indarung scope prediction - Point "Y"	8 x 16-1/4
6 (Mining Instructions)	1	Banka Strait-Admiralty Chart 3471	20 x 29-1/2
	2	Pladjoe Area-Chart No. 25	16 x 16-3/4

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: 28 July 1944 :
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ANNEX No. 1 to ADMINISTRATIVE ORDER No. 4

1. Paragraph 2f will be changed to read as follows:

Six British tents will be made available to each Group for establishment of a headquarters, and will be erected prior to arrival of Group personnel.

2. Paragraph 5a(2) will be changed to read as follows:

Each Bombardment Group is directed to have at China Bay a minimum of two Medical Department enlisted men and one Squadron or Group Surgeon. (Transported by Group transportation).

3. Paragraph 6a: Delete "(to include one weather man)."

4. Paragraph 6c; Delete "Weather --- (Note paragraph 6a)."

L. G. SAUNDERS,
Brigadier General, U.S.A.
Commanding.

OFFICIAL:

P. H. Robey
P. H. ROBEY,
Colonel, G.S.C.
Asst. C/S, A-4.

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C. G. AAF, by *Ray Baker*
Ray Baker, Capt. A. C.

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: Date: 1 Aug 44 :
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NOT TO BE TAKEN INTO THE AIR
ON COMBAT MISSIONS

ANNEX NO. 1 TO FIELD ORDER NO. 5, XX BOMBER COMMAND
INTELLIGENCE

Table of Contents

- SECTION I - Enemy Ground Situation
- SECTION II - Enemy Order of Battle ----- Sea
- SECTION III - Enemy Order of Battle ----- Air
- SECTION IV - Navigators' Aid Charts
- SECTION V - Enemy Airfields
- SECTION VI - Enemy Antiaircraft, Radar and Warning Nets
- SECTION VII - Enemy Patrols
- SECTION VIII - Enemy Aircraft (characteristics and performance)
- SECTION IX - Fighter Tactics (Enemy)
- SECTION X - Friendly Information - Airfields, Balloon Barrages, Approach Corridors, Air to Sea Recognition Procedures,
- SECTION XI - Air/Sea Rescue
- SECTION XII - Escape and Evasion

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By Authority of
C. G. AAR, *Henry Baker*
Capt. A. C.

Maps and Supporting Documents

- Navigators' Aid Chart (including approach corridors, emergency fields, and air-to-sea recognition) and Sheet. EXHIBIT "A"
"A-1"
- Enemy Airfields, Order of Battle, and Patrols EXHIBIT "B-1"
"B-2"
- Enemy Antiaircraft Defenses and Warning Nets EXHIBIT "C"

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~~TOP SECRET~~ **SECRET** C. S. 112, by: *Ray L Baker*
Major (Lt.) *Ray L Baker*, Capt. A. C. C.

SECTION I: ENEMY GROUND SITUATION

A. The strength of the Japanese garrison on SUMATRA is placed at two (2) full divisions and two (2) independent mixed brigades, making a total complement of about 87,000 troops.

B. Although the exact disposition of enemy forces is unknown, it is believed that only major installations on the island are strongly garrisoned.

SECTION II: ENEMY ORDER OF BATTLE --- SEA

A. Some Japanese light and heavy cruisers are known to operate from time to time in the JAVA SEA, SOUTH CHINA SEA, and STRAITS OF MALACCA. No known major enemy naval units operate West or South of SUMATRA and, therefore, should be of no concern to the mission route as planned.

B. Any further Naval Order of Battle information that might be of concern to the execution of this mission will be disseminated prior to the final mission briefing.

SECTION III: ENEMY ORDER OF BATTLE ---- AIR

A. The enemy has maintained relatively strong fighter defenses in the PALEMBANG area for several months. Some movement of aircraft in and out of the target area, as well as in SUMATRA as a whole, has taken place; however, this movement has not been as rapid nor as drastic in extent as the enemy has effected in other sectors of the Japanese Theatre. This behavior is evidence of the importance attached to the target by the enemy. There are no indications that there will be a change from this policy in the near future.

B. Order of Battle by Types of Aircraft:

1. Estimated enemy fighter strength as of 30 July 1944 in the target and adjacent areas is given in the following table:

Area	Type	Model
Singapore/Sumatra	12 S/E Fighters	Oscars Mk I & II, Tojos
Singapore	24 S/E Fighters	Oscars Mk I & II, Tojos
Palembang/Medan	28 S/E Fighters	Oscars Mk I & II, Tojos
Palembang	31 T/E Fighters	Nicks
Gloembang	38 S/E Fighters	Oscars Mk I & II, Tojos
Singapore/Penang	21 Floatplanes	Probably Rufe
Medan/Port Blair	25 S/E Fighters	Oscars Mk I & II, Tojos
Totals: 127 S/E Fighters; 21 F/P; -31 T/E Fighters.		
GRAND TOTAL: 179		

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2. For a map representation of the above data, see Exhibit B-2.

C. Target Area:

1. The following table shows the disposition of enemy fighters assigned to the target area. It must be remembered that these aircraft may operate from their assigned or nearby bases:

Area	Type	Model
Palembang/Medan	28 S/E Fighters	Oscars/Tojos
Gloebang	38 S/E Fighters	Oscars/Tojos
Palembang #1	31 T/E Fighters	Nicks
Totals: 66 S/E Fighters; 31 T/E Fighters		

D. Proficiency of Fighter Units:

Area	Proficiency
Singapore	Generally good with average to better than average experience
Palembang	Better than average Army Air Force pilots, T/E fighter unit, experienced fliers but not necessarily in combat.
Gloebang	Same as pertains to Palembang.
Singapore/Penang	Better than average.

E. The following table shows the disposition of enemy aircraft other than fighters in SUMATRA and adjacent areas:

Area	Type	Model
Medan	12 Recce Bombers	Sonia
Singapore	10 T/E Recce	Dinah
Palembang	17 Recce Bombers	Dinah
Singapore/Sumatra	6 Recce Bombers	Dinah
Medan/Port Blair	12 Recce Bombers	Dinah
Mana/Tanjoeng Korang/ Sembawan	22 Medium Bombers	Sally
Sabang/Sungei Patani	15 Medium Bombers	Helen

F. An analysis of Enemy Air Order of Battle data together with a study of Exhibit B-2 reveals the following facts:

1. That enemy fighter defenses in the target area should be moderate to weak.
2. That the aircraft employed in this region are of the latest types and designs.
3. That pilot ability of these units is of a better than average class and determined, if not actually skillful, attacks may be encountered.
4. That the 17 Dinahs located in the PALEMBANG area may be equipped for night fighter use. In the event that such conversion has been made, the potential fighter strength in the target area would show a total of 114 consisting of 66 single and 48 twin engine fighters.

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By Authority of

C. G. AAF, by

Ray G. Baker
Ray G. Baker, Capt. A. C.

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SECTION IV: NAVIGATORS' AID CHARTS

A Navigators' Aid Chart (see Exhibit "A") is being provided the navigator of each aircraft flying the mission. This chart shows the location and dimensions of all airfields on CEYLON, denotes whether or not they are equipped with radio facilities, shows the corridors of approach, the restricted areas, and gives basic instructions on air-to-sea recognition. By use of this guide and reference to radio facilities chart, information relative to all possible landing grounds can be quickly ascertained. In cases of forced landings in enemy territory or abandoning ship, the chart is to be destroyed.

A navigators' sheet (see Exhibit A-1) for the trip from rear bases to CEYLON is also being provided the navigator of each aircraft. This sheet gives information on all airfields in close proximity to the Indian East coast, with coordinates, runway dimensions, elevation, and information as to whether or not they are equipped with radio facilities. It also contains approach procedure for this flight.

SECTION V: ENEMY AIRFIELDS

A. The Japanese have not constructed airfields in SUMATRA on a scale comparable to that of occupied CHINA or even nearby JAVA.

B. The information regarding enemy airfields in SUMATRA and adjacent areas is considered up-to-date and reliable.

C. The following table shows the disposition of enemy airfields in SUMATRA and immediate adjoining territories:

Area	1st Class	2nd Class	3rd Class	Status		S/P Bases
				Unknown	Total	
Sumatra	3	6	26	3	38	16
Singapore/Vicinity	4	2	1	5	12	5
NW tip of Java	0	1	17	2	20	1
TOTALS	7	9	44	10	70	22

1. For a map representation of the above data, see Exhibit B-1.

D. For a map representation of enemy airfields in the target area, see Exhibit B-2.

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SECTION VI: ENEMY ANTI-AIRCRAFT, RADAR AND WARNING NETS

C. G. AAF, BY

A. General Area:

Ray G. Baker
Ray G. Baker, Capt. A. C.

1. Antiaircraft Guns: Known information is shown on the attached map, Exhibit "C", and it must be assumed that other important

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areas are probably defended by both light and heavy antiaircraft.

2. Radar and Warning Nets: Definite and probable radar coverage is also shown on the attached map, Exhibit "C", the coverage being probably supplemented by visual warning stations and nets.

3. Balloon Barrages and Smoke Screens: No information available.

B. Target Areas:

1. Primary Target: (PALEMBANG):

a. No definite information is available concerning the gun defense, but meagre heavy antiaircraft fire should be expected and probably fairly intense or moderate automatic weapons fire at altitudes below 12,000 feet, depending upon the extent of the undercast. It is known from ground sources that the PLADJOE REFINERY at PALEMBANG is blacked out nightly, and that the defenses are equipped with searchlights.

2. Secondary Target: (PANKALANERANDAN)

a. This area is known to be defended by eight (8) heavy anti-aircraft guns, and fire experienced by a mission of August 1943, encountered meagre and inaccurate heavy antiaircraft fire. No information has been obtained concerning searchlights. Both gun sites of four (4) guns each are located in the target area, therefore no recommendation as to "In" and "Out" headings have been made.

3. Tertiary Target: (PADANG)

a. No information available.

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By Authority of

C. G. AAR, US

Ray Baker
Major, USMC, Capt. A. G.

SECTION VII: ENEMY PATROLS

A. The enemy is known to be flying several patrols in the SUMATRA and MALAYA areas. These are strictly reconnaissance flights and are generally made by single flights of medium and light bombers.

B. The patrol of most concern to this mission is the one emanating from MANA (04°09'S - 102°32'E), on the southwestern coast of SUMATRA. Two aircraft patrol daily from this point out over the Indian Ocean to the West and slightly North of MANA for variable distances. The time of these flights are between 0530 and 1030 hours Indian time. For a map representation of this patrol, see Exhibit B-1.

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C. There are some Naval Air Force units based in SUMATRA that fly training missions as reconnaissance flights, but no definite patrol routes or times are known. Other established patrols consist of a flight from North SUMATRA to the ANDAMAN ISLANDS at unspecified times but should be of no concern to this mission as planned.

SECTION VIII: ENEMY AIRCRAFT (characteristics and performance)

A. See XX Bomber Command data sheet "Characteristics and Performance Data - Japanese Aircraft", dated 1 April 1944.

SECTION IX: ENEMY FIGHTER TACTICS

A. See XX Bomber Command publication, "Tactics Bulletin", No. 2, dated 28 June 1944.

SECTION X: FRIENDLY INFORMATION

A. Airfields: A list of airfields within 75 miles of the INDIA coast which could be used for forced landings en route to CEYLON is given on Exhibit A-1 - Navigators Aid Sheet. Airfields on CEYLON itself are listed below.

1. Ceylon: (VLR Heavy Bomber (HB), and Medium Bomber (MB) fields are listed.) Those recommended in order are: MINNERIYA, KANKESANTURAI, VAVUNIYA, SIGIRIYA, RATMALANA. (Fighter fields, marked F, are also listed for use in extreme emergency only.)

<u>Name</u>	<u>Coordinates</u>	<u>Runway Dir.</u>	<u>Runway Dimensions</u>	<u>Elev.</u>	<u>Radio Facilities</u>
VLR-CHINA BAY	08-32-25N 81-11-12E	NE-SW	7200' x 150'	S.L.	Yes
VLR-MINNERIYA	08-02-45N 80-58-20E	NE-SW	7500' x 150'	200'	Yes
HB-KANKESANTURAI	09-48-00N 80-04-00E	NE-SW	6000' x 250'	?	Yes
HB-VAVUNIYA	08-44-40N 80-29-50E	NE-SW	6000' x 150'	300'	Yes
HB-SIGIRIYA	07-57-21N 80-43-25E	NE-SW	6000' x 150'	580'	Yes
MB-RATMALANA	06-49-25N 79-53-14E	NE-SW	4950' x 150'	15'	Yes
MB-COLOMBO	06-54-15N 79-52-04E	NE-SW	4800' x 150'	S.L.	Yes
F-DAMBULLA	07-50-12N 80-39-12E	N - S	3300' x 150'	600'	Nil
F-HAMBANTOTA	06-09-24N 81-09-34E	N - S	3000' x grass	S.L.	Nil
F-KALAMETIYA	06-05-35N 80-57-15E	N - S NE-SW	2250' x ? 3000' x ?	?	?

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C. G. AAF, by

By Authority of

Kay L. Baker
Baker, Capt. A. C.

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SECRET.

F -KATUKUR- UNDA	06-33-25N 79-58-25E	NE-SW	4350' x 150'	40'	?
F -KOMARIYA	06-58-02N 81-51-44E	NNE-SSW	3300' x 600'	8'	?
F -PUTTALAM	07-58-00N 79-53-00E	NE-SW	3400' x 90'	70'	?
F -KOGALLA	06-00-00N 80-19-00E	NE-SW	3600' x ?	?	Yes

B. Approach Corridors and Methods of Entry to CEYLON:

1. All aircraft approaching the coast of CEYLON are to do so at a height of 1500 feet above mean sea level or below cloud, whichever is the lower.

2. All aircraft are forbidden to cross the coast from seawards except from positions at which observation posts have been established. (See Navigators Aid Chart - Exhibit "A".)

C. Barrage Balloons:

1. Barrage Ballons are normally flown at both CHINA BAY and COLOMBO. Unless previous arrangements are changed, the balloons at CHINA BAY will not be flown on D - 1, D-Day, and D plus 1. Groups will be notified if changes are made.

D. Air to Sea Recognition Procedure:

1. The same recognition procedure is in use by both U.S. and British merchant and Naval vessels in waters relative to the mission. Although challenges are not contemplated, crews should be familiar with procedure regarding recognition in case of necessity.

2. The following rules will govern:

a. Naval vessels:

- (1) H.M. Ships - The limit of approach of unidentified aircraft to H.M. ships is 5,000 yards. The limit of approach of identified aircraft to ships is 1,500 yards. All aircraft are treated as hostile until they have been identified by H.M. ships.

Two methods of identification should always be used if possible -- Pyrotechnics and Aldis.

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SECRET 5-2-46

By Authority of

- 6 -

C. G. AAF, by

Law Baker

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By NARA Date 10/4

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In addition to the above procedure, aircraft are to bank and make a turn so that the surface vessels can view their silhouettes. At night and in bad visibility aircraft should try to remain outside 5,000 yards range and should bear in mind that from a ship an aircraft sighted, identified and lost again, becomes an unknown aircraft if it re-appears.

Ships cannot see recognition signals from aircraft which approach down the sun. Therefore, any aircraft approaching in this manner will be treated as hostile.

- (2) Convoys and Merchant Ships - The limit of approach to all friendly shipping is 1,500 yards. Remember merchant ships have guns and have been taught by experience to shoot first and ask questions afterwards. So don't disobey orders and get yourself shot down by one of our own ships.

Make your challenge and communicate from outside the 1,500 yards limit.

3. Detailed signal instructions are contained in signals annex.

E. Restricted Area:

1. The restricted area in Northern CEYLON is shown on the Aid Chart - Exhibit "A".

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C. G. AAF, by

Ray L. Baker
Capt. R. C.

SECTION XI: AIR - SEA RESCUE

A. Air-Sea rescue will be undertaken jointly by the R.A.F. and the Eastern Fleet. Subject to revision, the following craft will be available:

1. From the R.A.F.
 - a. Four Catalinas - Two to be on patrol on the strike aircraft track about 700 miles south of CEYLON when the strike force is on the homeward journey; and 2 will be at readiness at CHINA BAY to relieve or augment the patrols.
 - b. Four Warwicks - (carrying either life boats or dinghys) - two on patrol on the strike course up to 500 miles from base; two at readiness at CHINA BAY.
 - c. Three Walrus Flying Boats - capable of effecting rescue up to 150 miles from base will be at readiness at CHINA BAY.

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- d. Five (possibly six) high speed launches will be on patrol and/or at readiness to operate to a radius of 250 miles from base.
- e. Three small seaplane tenders (fitted with crash kit) and three pinnaces will be in readiness in TAMBALAGAM BAY and TRINCOMALEE HARBOR.
- f. Thunderbolts and Torbeaus will be available to proceed quickly to scene of a crash.

2. From the Royal Navy:

- a. One (possibly two) submarines will rendezvous and standby near the southeast coast of SIBERUT ISLAND.
- b. A cruiser or Destroyer, provided fleet operation permit, will be on course about one-half way between CEYLON and the target.
- c. Destroyers and other small craft, provided fleet operations permit, will render assistance from TRINCOMALEE.

B. Channels of communications for establishing contact with rescue craft are contained in signals annex.

C. Arrangements have been made to endeavor to pick up any crews attacking secondary target and ditching to the east of the island of SUMATRA.

D. Exact locations of all surface and aircraft engaged in A.S.R. work will be given at the final briefing.

SECTION XII: ESCAPE AND EVASION

A. Purses containing Dutch currency, silk maps of SUMATRA, silk "blood chits", and language guides will be available at CHINA BAY for all combat personnel.

B. Latest information regarding attitude of natives, best evasion areas, possible rendezvous parties, and allied agents, will be made available to Groups at CHINA BAY. Such information as is available will be disseminated before that time.

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SECRET

5-246

By Authority of

C. G. AAF, by

OFFICIAL:

James D. Garcia
JAMES D. GARCIA
Colonel, G.S.C.
AC of S, A-2

L. G. SAUNDERS
Brigadier General, U.S.A.
Commanding

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- 8 -

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EXHIBIT "A-1"

NAVIGATORS AID SHEET - HOME BASE TO CHINA BAY

1. The list following shows all airdromes within seventy five (75) miles of the coast of India which could be used in case of emergency during the flight from home base to CHINA BAY:

<u>NAME</u>	<u>COORDINATES</u>	<u>RUNWAY DIRECT.</u>	<u>RUNWAY DIMENSIONS</u>	<u>ELEVATION</u>	<u>RADIO FACILITIES</u>
DALBHUMGARH	22 32N 86 34E	N - S NE-SW	6000' x 150' 6000' x 600'	400' 400'	None None
SALBANI	22 37N 87 18E	NW - SE	6000' x 150'	180'	Yes
KALAIKUNDA	22 20N 87 13E	N - S	7500' x 150'	100'	Yes
CHAKULIA	22 26N 86 42E	N - S	7500' x 150'	375'	Yes
DUDKHUNDI	22 20N 87 07E	NW-SE	7500' x 150'	250'	Yes
KHARAGPUR	22 18N 87 20E	NW-SE	7500' x 150'	210'	Yes
AMARDA ROAD	21 48N 87 03E	N - S	6600' x 150'	80'	Yes
CUTTACK	20 33N 85 54E	NE-SW	6000' x 150'	170'	Yes
BHUBANESWAR	20 15N 85 48E	NW-SE NE-SW	6000' x 150' 5100' x 150'	153' 153'	None None
BOBBILI	18 29N 83 23E	NE-SW	6000' x 150'	400'	None
JAGDALPUR	19 04N 82 02E	NE-SW	3375' x 150'	1800'	None
VIZIANAGHRAM	18 03N 83 25E	NE-SW	6000' x 150'	150'	None

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VIZAGAPATAM	17 43N	N - S	2850'	x 150'	12'	Yes
	83 14E	NE-SW	6000'	x 150'	12'	Yes
		E - W	6000'	x 150'	12'	Yes
GODAVARI	17 06N	NE-SW	6000'	x 150'	120'	None
	81 49E					
TADEPALLIGUEDEM	16 50N	NE-SW	6000'	x 150'	50'	None
	81 32E					
ELLORE	16 50N	NE-SW	6000'	x 150'	120'	None
	81 08E					
GANNAVARAM	16 32N	E - W	6000'	x 150'	80'	None
	80 48E					
CHOLAVARAM	13 13N	NE-SW	6000'	x 150'	100'	Yes
	80 09E	NW-SE	6000'	x 150'	100'	Yes
ST THOMAS MOUNT	13 00N	NE-SW	6000'	x 150'	49'	Yes
	80 11E	NW-SE	4800'	x 150'	49'	Yes
ARKONAM	13 04N	NE-SW	6000'	x 156'	100'	None
	79 41E	NW-SE	4800'	x 150'	100'	None
MORAPUR	12 15N	NE-SW	6600'	x strips	1390'	None
	78 17E	NW-SE	6600'	x strips	1390'	None
ULUNDURPET	11 41N	NE-SW	6000'	x 150'	240'	None
	79 19E	NW-SE	4800'	x 150'	240'	None
TRICHINOPOLY	10 46N	NNW-SSE	4500'	x 600'	292'	Yes
	78 43E	E - W	6000'	x 600'	292'	Yes
TANJORE	10 43N	NW-SE	4800'	x 150'	200'	Yes
	79 06E	NE-SW	6000'	x 150'	200'	Yes
CHETTINAD	10 10N	NW-SE	4800'	x 150'	350'	None
	78 48E	NE-SW	6000'	x 150'	350'	None
MADURA	09 50N	NW-SE	6000'	x 150'	450'	Yes
	78 05E	E - W	6000'	x 150'	450'	Yes
KAYATTAR	08 57N	NE-SW	6000'	x 150'	300'	None
	77 49E	E - W	4800'	x 150'	300'	None

2. Approaches:

- a. Approaches to CEYLON itself, must be made in accordance with British

- 2 -

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S E C R E T

Regulations.

b. All aircraft approaching CEYLON are to do so at a height of 1,500 feet above mean sea level, or below cloud cover, whichever is lower.

c. Aircraft are to remain away from restricted area (see Navigators Aid Chart - Exhibit "A").

d. The approach chosen for this flight is: Make land fall at FOUL POINT (08° 31'N - 81° 20'E), circle once within visible distance of this point, then follow south and west shores of the bay to CHINA BAY Air Field.

e. Landing instructions are given in "Informal Poop Sheet to Airplane Commanders", distributed at briefing in rear area.

f. Other approach corridors and locations of airdromes on CEYLON are given in "Navigators Aid Chart" - Exhibit "A".

- 3 -

S E C R E T

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By NARA Date 10/4

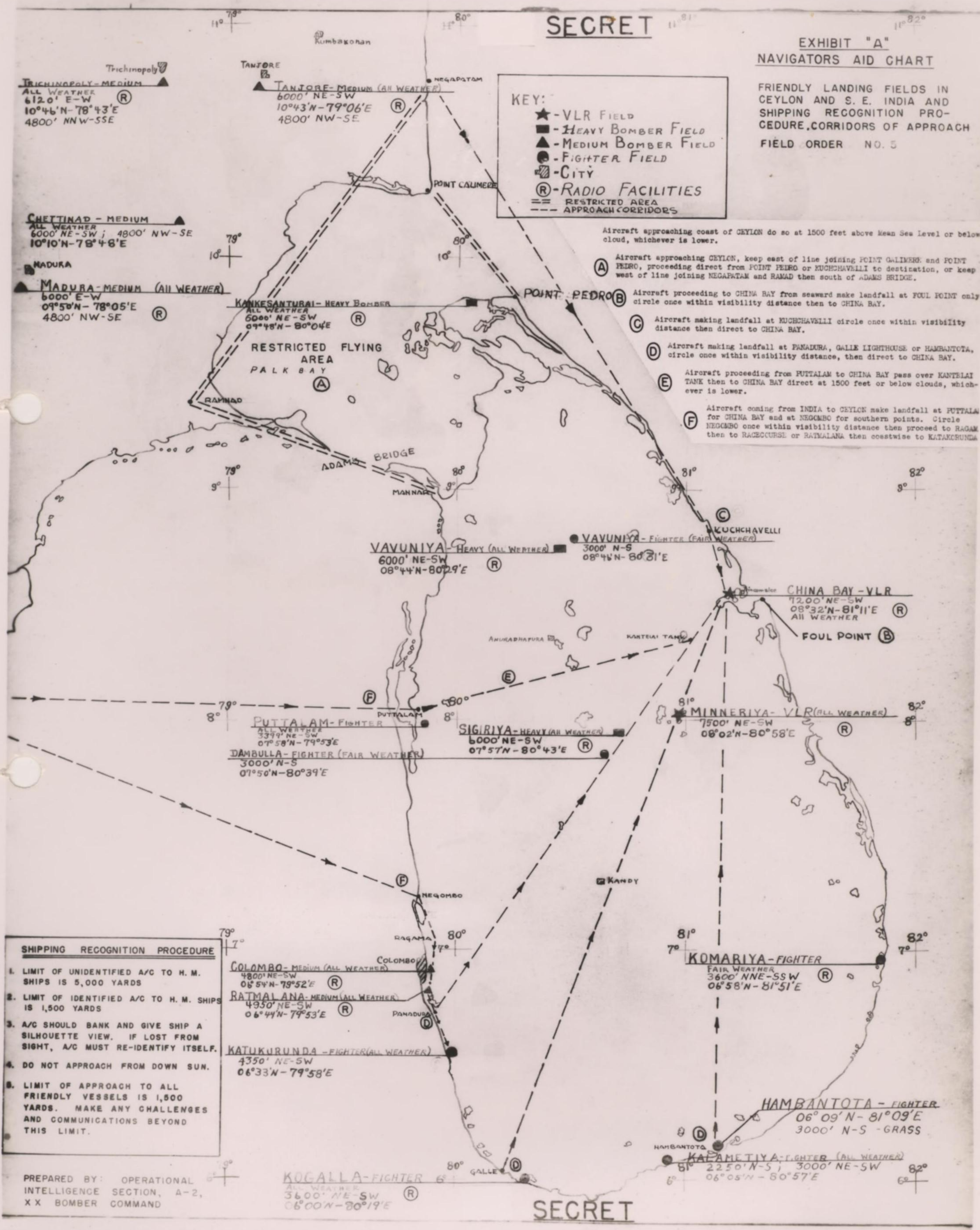
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EXHIBIT "A"
NAVIGATORS AID CHART

FRIENDLY LANDING FIELDS IN
CEYLON AND S. E. INDIA AND
SHIPPING RECOGNITION PRO-
CEDURE, CORRIDORS OF APPROACH
FIELD ORDER NO. 5

KEY:

- ★ - VLR FIELD
- - HEAVY Bomber Field
- ▲ - MEDIUM Bomber Field
- - FIGHTER FIELD
- ⊙ - CITY
- Ⓡ - RADIO FACILITIES
- RESTRICTED AREA
- - - APPROACH CORRIDORS



- Aircraft approaching coast of CEYLON do so at 1500 feet above Mean Sea Level or below cloud, whichever is lower.
- A Aircraft approaching CEYLON, keep east of line joining POINT GALLE and POINT PEDRO, proceeding direct from POINT PEDRO or HUCHHAVELLI to destination, or keep west of line joining NEGAPATAM and RAMAD then south of ADAMS BRIDGE.
 - B Aircraft proceeding to CHINA BAY from seaward make landfall at FOUL POINT only circle once within visibility distance then to CHINA BAY.
 - C Aircraft making landfall at HUCHHAVELLI circle once within visibility distance then direct to CHINA BAY.
 - D Aircraft making landfall at PANADURA, GALLE LIGHTHOUSE or HAMBANTOTA, circle once within visibility distance, then direct to CHINA BAY.
 - E Aircraft proceeding from PUTTALAM to CHINA BAY pass over KATELAI TANK then to CHINA BAY direct at 1500 feet or below clouds, whichever is lower.
 - F Aircraft coming from INDIA to CEYLON make landfall at PUTTALAM for CHINA BAY and at NEGOMBO for southern points. Circle NEGOMBO once within visibility distance then proceed to RAMAD then to RAGGURUSSA or RATMALANA then coastwise to KATACURUSSA.

SHIPPING RECOGNITION PROCEDURE

1. LIMIT OF UNIDENTIFIED A/C TO H. M. SHIPS IS 5,000 YARDS
2. LIMIT OF IDENTIFIED A/C TO H. M. SHIPS IS 1,500 YARDS
3. A/C SHOULD BANK AND GIVE SHIP A SILHOUETTE VIEW. IF LOST FROM SIGHT, A/C MUST RE-IDENTIFY ITSELF.
4. DO NOT APPROACH FROM DOWN SUN.
5. LIMIT OF APPROACH TO ALL FRIENDLY VESSELS IS 1,500 YARDS. MAKE ANY CHALLENGES AND COMMUNICATIONS BEYOND THIS LIMIT.

PREPARED BY: OPERATIONAL INTELLIGENCE SECTION, A-2, XX BOMBER COMMAND

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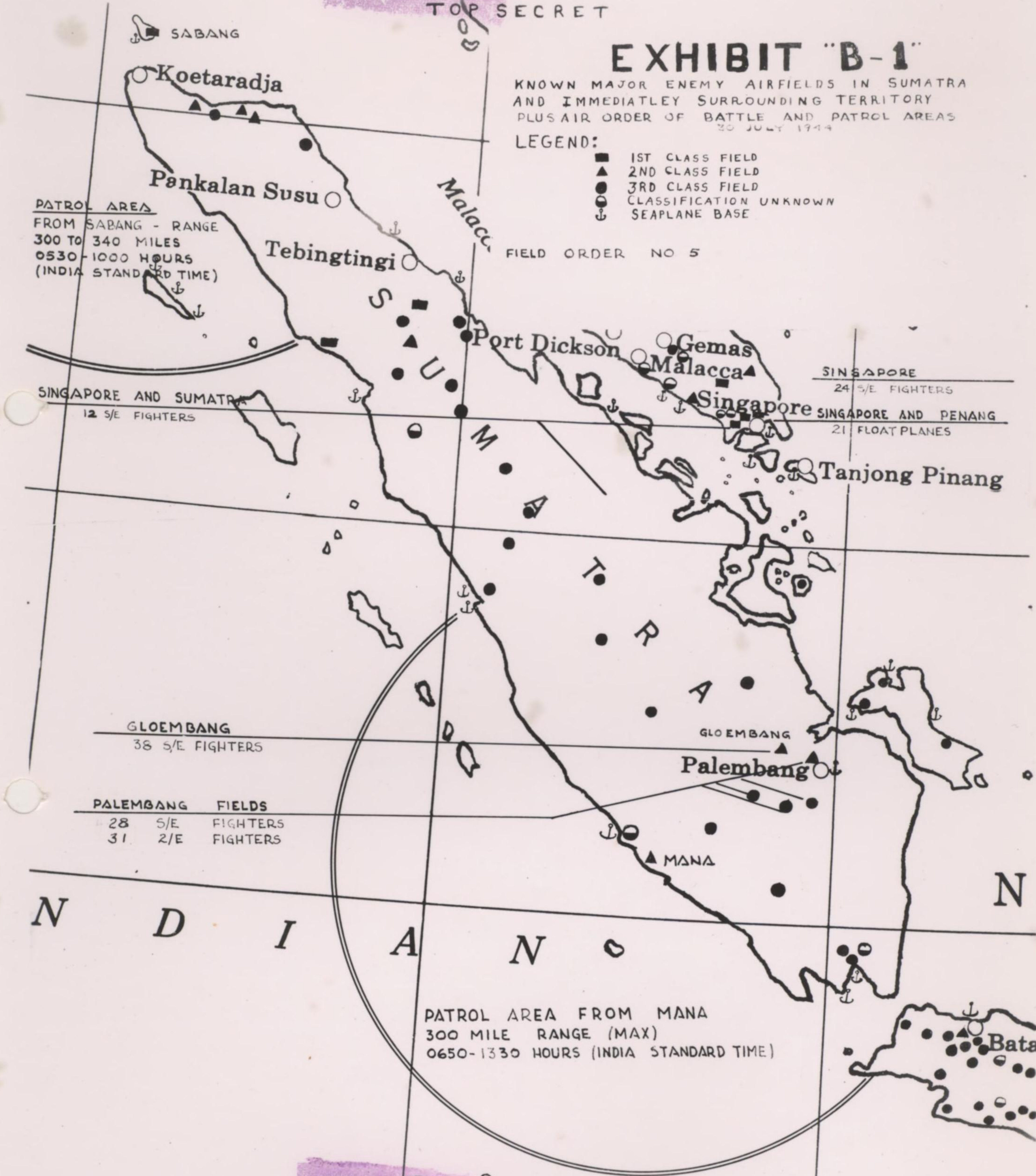
EXHIBIT "B-1"

KNOWN MAJOR ENEMY AIRFIELDS IN SUMATRA AND IMMEDIATELY SURROUNDING TERRITORY PLUS AIR ORDER OF BATTLE AND PATROL AREAS 30 JULY 1944

LEGEND:

- 1ST CLASS FIELD
- ▲ 2ND CLASS FIELD
- 3RD CLASS FIELD
- CLASSIFICATION UNKNOWN
- ⚓ SEAPLANE BASE

FIELD ORDER NO 5



TOP SECRET

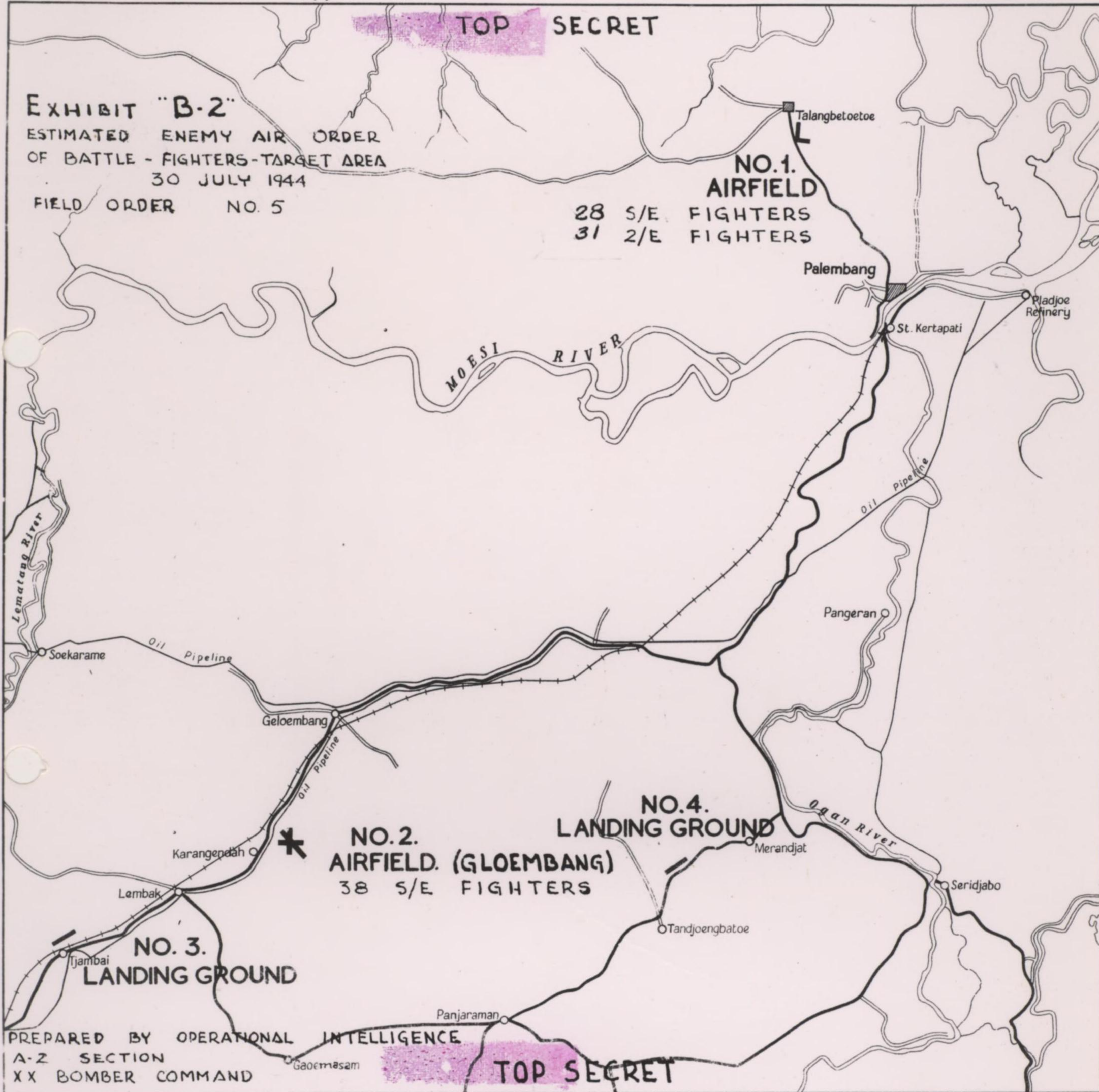
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 By Authority of:
H. Baker
 Capt. A. C.

PALEMBANG AIRFIELDS

TARGET ILLUSTRATION I.C(4)IG.

SECRET



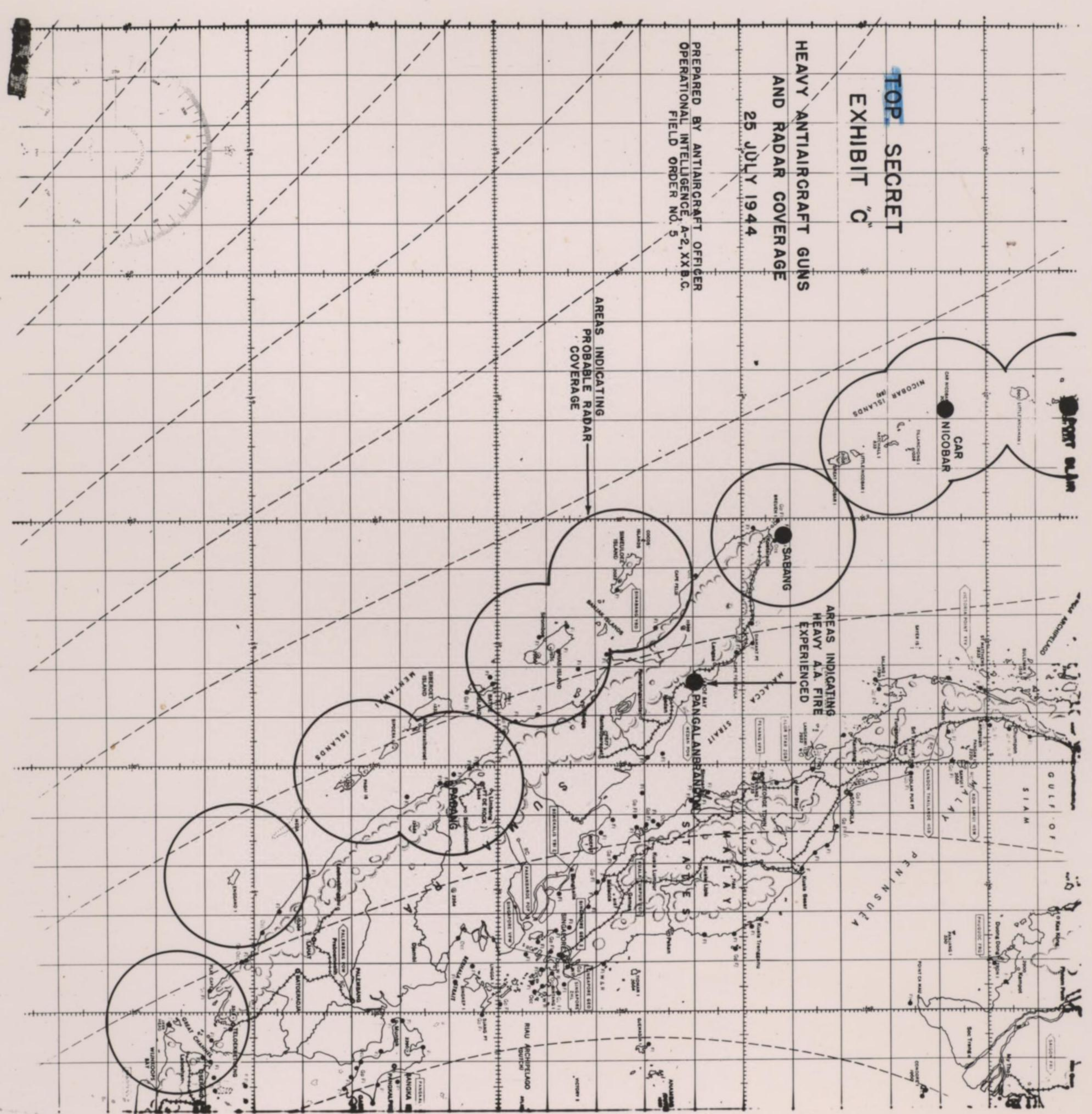
5.0

Scale: 1:250,000. Miles 5 4 3 2 1 0 5 10 15 20 Miles

REPRODUCED BY SVY. DTE. II ARMY GROUP. FOR A.C.S.E.A. JUNE 1944.

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By Authority of
C. G. AAF, by
Ray H. Baker
Capt. A. G.

SECRET 52-46
By Authority of
Major, Capt. A. G. R.



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AUTH: CG, XX BC
INIT: 10
DATE 1 AUGUST 44

NOT TO BE TAKEN INTO THE AIR ON COMBAT MISSION

HQ, XX BOMBER COMMAND
APO 493, NEW YORK CITY
1 AUGUST 1944

ANNEX NO. 2 TO F.O. NO. 5.

1. A. ENEMY RADAR STATIONS EXPECTED ENROUTE TO AND OVER THE TARGET ARE:

<u>TYPE</u>	<u>RF</u>	<u>PRF</u>	<u>U</u>
EW	70-75	500-525	30
MARK 1	92-107	600-1200	15-20
EW	140-160	1000	5-7
MARK 1 (2)	187-210	1000-1200	5
SHIPBORNE	230-295	50-100	-
NAVY F.C.	740-760	350-500	-
SHIPBORNE	3000	-	-

B. (1) FRIENDLY RADAR STATIONS EXPECTED ARE:

<u>TYPE</u>	<u>RF</u>	<u>PRF</u>	<u>U</u>
SS	39-42	50	3-30
SS	82	1000-1500	3
SS	86-94	50	1, 7, 15
SS	114	60	5-10
SS	176	500	2.5
SS	200	1000	1.5
SS	200	60	4
SS	175-225	60	2-6
SS	214	300-500	1-2
AW	214	50	20
SS	215-225	60	5
SS, SFC	600	500	1-2
SFC	680-720	1640	2
SS	2500	1000	1
SS	3000	400, 600, 800	1/2, 1, 2
		1000, 1500	
SS	3000	600, 1600-1800	1/4, 1/2
SS	3000	500	0.7, 2
SS	3000	50	1.4

USED. (2) THE SCR-718, SCR-729 AND SCR-695 (IFF) WILL BE

-1-

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~~TOP SECRET~~
SECRET G. G. AAF, by

Ray Baker
Ray u. Baker, Capt. A. Co

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By NDA NARA Date 10/4

~~TOP SECRET~~
~~SECRET~~

2. A. SECURE THE FOLLOWING DATA ON ENEMY RADAR TRANSMISSIONS:

LOCATION OF TRANSMITTERS
FREQUENCY (MC)
PRF (CPS)
PULSE WIDTH (M SEC)
ADDITIONAL PERTINENT INFORMATION

3. A. THE 40TH BOMBARDMENT GROUP WILL FURNISH TWO (2) RCM EQUIPPED AIRCRAFT EACH OF WHICH WILL CARRY ONE (1) RCM OBSERVER AND WILL SEARCH FROM 75-300 MC.

B. THE 444TH BOMBARDMENT GROUP WILL FURNISH TWO (2) RCM EQUIPPED AIRCRAFT EACH OF WHICH WILL CARRY ONE (1) RCM OBSERVER AND WILL SEARCH FROM 75-300 MC.

C. THE 462ND BOMBARDMENT GROUP WILL FURNISH FOUR (4) RCM EQUIPPED AIRCRAFT EACH OF WHICH WILL CARRY ONE (1) RCM OBSERVER AND WILL SEARCH FROM 300-1000 MC.

D. THE 468TH BOMBARDMENT GROUP WILL FURNISH TWO (2) RCM EQUIPPED AIRCRAFT EACH OF WHICH WILL CARRY ONE (1) RCM OBSERVER AND WILL SEARCH FROM 300-1000 MC.

4. OMITTED.

5. OMITTED.

LAVERNE G. SAUNDERS
BRIGADIER GENERAL, U.S.A.
COMMANDING

OFFICIAL:

Roy H. Lynn
ROY H. LYNN
COLONEL, AIR CORPS
COMMUNICATIONS OFFICER

Classification Changed to
~~SECRET~~ 5-2-46 By Authority of
C. G. AAF, by *Roy H. Baker*
Roy H. Baker, Capt. A. C.

~~TOP SECRET~~
~~SECRET~~

NOT TO BE TAKEN INTO THE AIR

S E C R E T

ANNEX NO. 3

FIELD ORDER NO. 4

PRIMARY TARGET:

The Pladjoe Refinery 94.2-61

SECONDARY TARGET:

Pangkalan Brandan Refinery 94.1-33

TERTIARY TARGET:

Indarung Cement Plant, Padang, Sumatra 94.2-67

L. G. SAUNDERS
Brigadier General, U. S. A.
Commanding

OFFICIAL:

James D. Garcia
JAMES D. GARCIA
Colonel, G.S.C.
A. C. of S., A-2

S E C R E T

NOT TO BE TAKEN INTO THE AIR

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

TARGET NO. 61

OBJECTIVE FOLDER NO. 94.2

TARGET DATA

1. OBJECTIVE:

THE PLADJOE REFINERY

2. COORDINATES AND ELEVATION:

Latitude: 03° 00' S
Longitude: 104° 50' E.
Elevation: Approximately Sea Level.

3. LOCATION AND IDENTIFIABLE FEATURES:

The Pladjoe Refinery is located near PALEMBANG, SUMATRA, 1813 miles from CHINA BAY, CEYLON. The refinery lies about 5 miles east of PALEMBANG at the junction of the MOESI and KOMERING Rivers, on the south bank of the MOESI and on the west bank of the KOMERING. Directly across the KOMERING River to the east, and on the south bank of the MOESI, is SOENGI GERONG, the Standard Oil Refinery. Across the MOESI River to the north is KEMBARA Island, shaped like a halfmoon, its flat side being on the south.

The Pladjoe Refinery is unmistakably apparent from the air, as it stands out clearly from the surrounding countryside. The terrain is of approximately sea-level elevation and is largely covered with dense jungle. Aside from SOENGI GERONG there are no other installations in the vicinity of Pladjoe, whose distilling and cracking towers and storage tanks are clearly visible.

The operating units of the refinery occupy a space running approximately 1250 yards west of the KOMERING and 1650 yards south of the MOESI. The remainder of the Pladjoe area is filled with the houses and community buildings of the refinery personnel. Along the bank of the MOESI are 12 docks for the berthing of tankers. The principal operating units of the refinery are as follows:

- a. Distilling Towers #2, 3, and 4. These are 70' tall steel towers which split the crude oil into its primary fractions.
- b. Distilling, cracking, and reforming installation. Most important part of the refinery; 2 more distilling towers; 2 cracking towers 60' - 70' high, steel 3" thick, 15' in diameter, which alter the proportions of the fractions.
- c. Aviation Gasoline Plant. Makes 100-octane fuel.
- d. Power Plant. Essential to the operation of the refinery.
- e. Storage Tanks. A great number of both large and small tanks are scattered throughout the refinery area.

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

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

4. IMPORTANCE:

The Pladjoe Refinery is a target of vital importance, probably second only in the entire Far East to the coke ovens of YAWATA and ANSHAN. The refinery has a capacity of 20,460,000 barrels of crude per year, and is capable of cracking half that amount. Pladjoe is now believed to be processing 19,800,000 barrels of crude annually, yielding 9,119,000 barrels of fuel oil or 22% of Japan's requirements and 3,285,000 barrels of aviation gasoline or 78% of total requirements. However, due to lack of tanker space it is believed that only 3,000,000 barrels of aviation gasoline, or 71% of the amount needed by Japan, can be shipped from Pladjoe, the remaining 285,000 barrels being either stored or dumped. For the same reason practically all of the 6,396,000 barrels of motor gas produced at Pladjoe must be disposed of on the spot.

The production of so much excess motor gasoline is a necessary technical concomitant of the production of every possible barrel of fuel oil. Fuel oil is Japan's greatest petroleum need, requirements being 50,960,000 barrels a year and annual production 41,930,000 barrels. The deficit is met by withdrawal from stocks which on 1 January 1945 are estimated to be sufficient for only four months time.

The destruction of Pladjoe would either deprive Japan of vast quantities of essential fuel oil and aviation gasoline, or would force her to ship SUMATRAN Crude to Japan for refining and the finished products back to the southern battle zones. This procedure would require an additional 12 to 15 tankers of 8000 tons or some 35 large dry-cargo vessels, a very severe strain upon Japan's shipping resources. The additional shipping required would be equivalent to 6 or 7 months' sinkings at the average rate since the war began.

The refinery could not be replaced within a year's time, long before which Japan's stocks of fuel oil (and to a lesser extent, of aviation gasoline) would be dangerously low, unless the SUMATRAN crude could be transported to Japan. The transportation problem would present numerous difficulties due to the stringency of the shipping situation and the insecurity of the sea lanes. It is probable that the destruction of Pladjoe would hasten Japan's withdrawal into the Inner Zone.

5. AIMING POINTS:

The most important single A.P. in the target area would be the Distilling, Cracking and Reforming Installation located in the East central portion of the plant.

AUGUST 1944

TARGET SECTION, A-2
XX BOMBER COMMAND

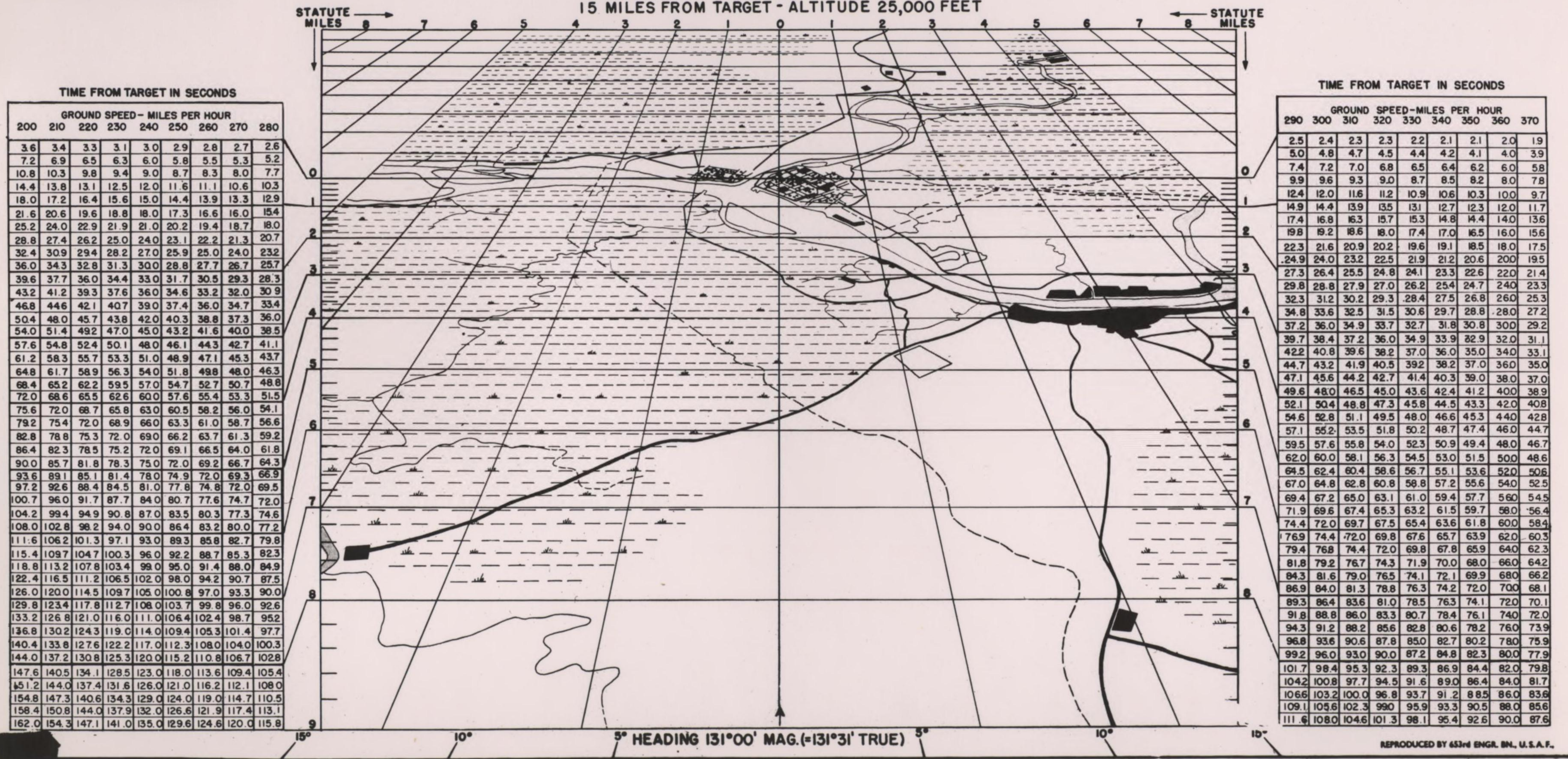
C O N F I D E N T I A L

TARGET SECTION, A-2
 XX BOMBER COMMAND

PLADJOE AREA

PLADJOE REFINERY (3°00'S, 104°50'E), ELEV. 6 FEET
 15 MILES FROM TARGET - ALTITUDE 25,000 FEET

PERSPECTIVE CHART NO. 18A
 RESTRICTED



TIME FROM TARGET IN SECONDS

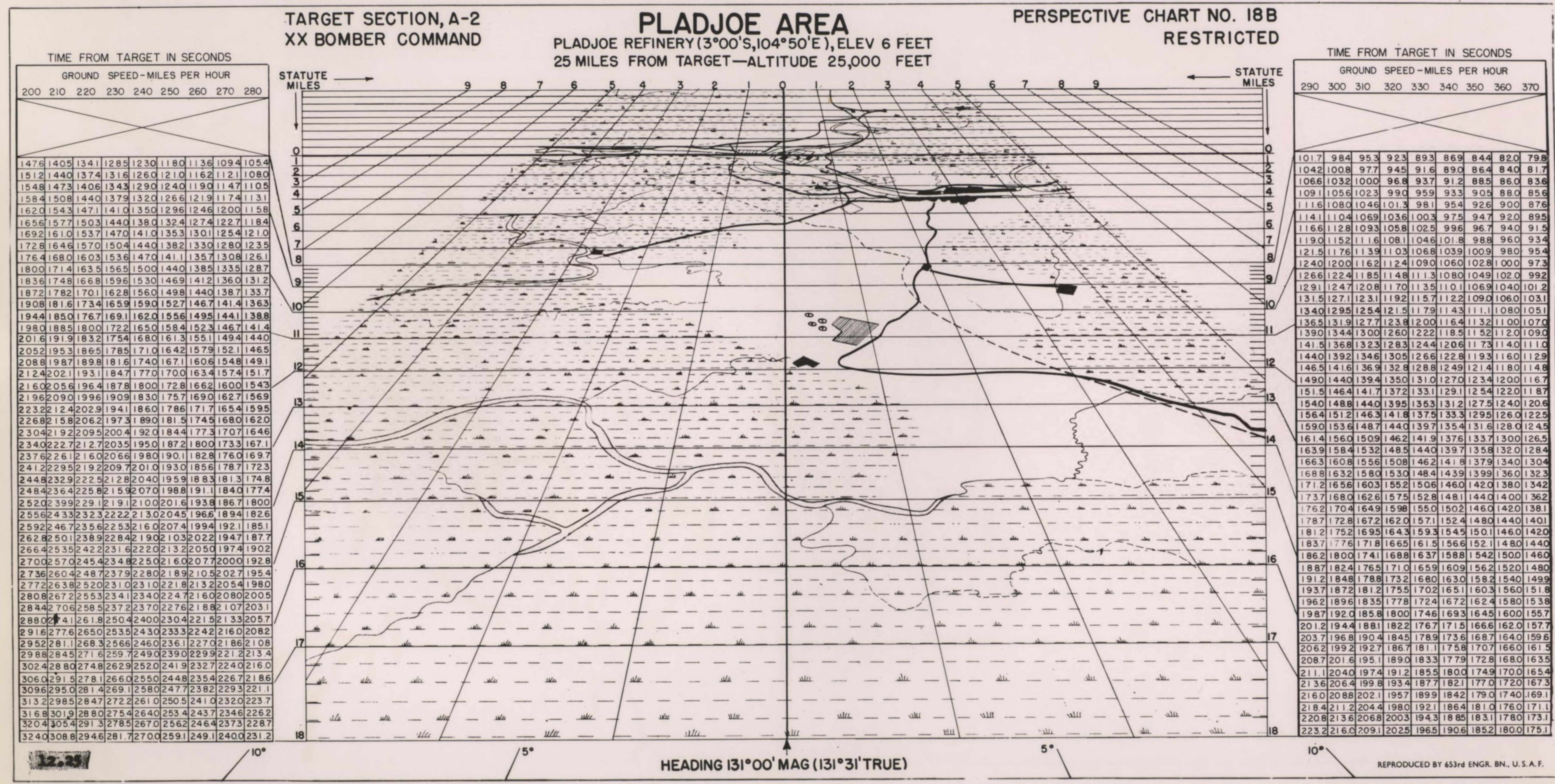
GROUND SPEED - MILES PER HOUR								
200	210	220	230	240	250	260	270	280
3.6	3.4	3.3	3.1	3.0	2.9	2.8	2.7	2.6
7.2	6.9	6.5	6.3	6.0	5.8	5.5	5.3	5.2
10.8	10.3	9.8	9.4	9.0	8.7	8.3	8.0	7.7
14.4	13.8	13.1	12.5	12.0	11.6	11.1	10.6	10.3
18.0	17.2	16.4	15.6	15.0	14.4	13.9	13.3	12.9
21.6	20.6	19.6	18.8	18.0	17.3	16.6	16.0	15.4
25.2	24.0	22.9	21.9	21.0	20.2	19.4	18.7	18.0
28.8	27.4	26.2	25.0	24.0	23.1	22.2	21.3	20.7
32.4	30.9	29.4	28.2	27.0	25.9	25.0	24.0	23.2
36.0	34.3	32.8	31.3	30.0	28.8	27.7	26.7	25.7
39.6	37.7	36.0	34.4	33.0	31.7	30.5	29.3	28.3
43.2	41.2	39.3	37.6	36.0	34.6	33.2	32.0	30.9
46.8	44.6	42.1	40.7	39.0	37.4	36.0	34.7	33.4
50.4	48.0	45.7	43.8	42.0	40.3	38.8	37.3	36.0
54.0	51.4	49.2	47.0	45.0	43.2	41.6	40.0	38.5
57.6	54.8	52.4	50.1	48.0	46.1	44.3	42.7	41.1
61.2	58.3	55.7	53.3	51.0	48.9	47.1	45.3	43.7
64.8	61.7	58.9	56.3	54.0	51.8	49.8	48.0	46.3
68.4	65.2	62.2	59.5	57.0	54.7	52.7	50.7	48.8
72.0	68.6	65.5	62.6	60.0	57.6	55.4	53.3	51.5
75.6	72.0	68.7	65.8	63.0	60.5	58.2	56.0	54.1
79.2	75.4	72.0	68.9	66.0	63.3	61.0	58.7	56.6
82.8	78.8	75.3	72.0	69.0	66.2	63.7	61.3	59.2
86.4	82.3	78.5	75.2	72.0	69.1	66.5	64.0	61.8
90.0	85.7	81.8	78.3	75.0	72.0	69.2	66.7	64.3
93.6	89.1	85.1	81.4	78.0	74.9	72.0	69.3	66.9
97.2	92.6	88.4	84.5	81.0	77.8	74.8	72.0	69.5
100.7	96.0	91.7	87.7	84.0	80.7	77.6	74.7	72.0
104.2	99.4	94.9	90.8	87.0	83.5	80.3	77.3	74.6
108.0	102.8	98.2	94.0	90.0	86.4	83.2	80.0	77.2
111.6	106.2	101.3	97.1	93.0	89.3	85.8	82.7	79.8
115.4	109.7	104.7	100.3	96.0	92.2	88.7	85.3	82.3
118.8	113.2	107.8	103.4	99.0	95.0	91.4	88.0	84.9
122.4	116.5	111.2	106.5	102.0	98.0	94.2	90.7	87.5
126.0	120.0	114.5	109.7	105.0	100.8	97.0	93.3	90.0
129.8	123.4	117.8	112.7	108.0	103.7	99.8	96.0	92.6
133.2	126.8	121.0	116.0	111.0	106.4	102.4	98.7	95.2
136.8	130.2	124.3	119.0	114.0	109.4	105.3	101.4	97.7
140.4	133.8	127.6	122.2	117.0	112.3	108.0	104.0	100.3
144.0	137.2	130.8	125.3	120.0	115.2	110.8	106.7	102.8
147.6	140.5	134.1	128.5	123.0	118.0	113.6	109.4	105.4
151.2	144.0	137.4	131.6	126.0	121.0	116.2	112.1	108.0
154.8	147.3	140.6	134.3	129.0	124.0	119.0	114.7	110.5
158.4	150.8	144.0	137.9	132.0	126.6	121.9	117.4	113.1
162.0	154.3	147.1	141.0	135.0	129.6	124.6	120.0	115.8

TIME FROM TARGET IN SECONDS

GROUND SPEED - MILES PER HOUR								
290	300	310	320	330	340	350	360	370
2.5	2.4	2.3	2.3	2.2	2.1	2.1	2.0	1.9
5.0	4.8	4.7	4.5	4.4	4.2	4.1	4.0	3.9
7.4	7.2	7.0	6.8	6.5	6.4	6.2	6.0	5.8
9.9	9.6	9.3	9.0	8.7	8.5	8.2	8.0	7.8
12.4	12.0	11.6	11.2	10.9	10.6	10.3	10.0	9.7
14.9	14.4	13.9	13.5	13.1	12.7	12.3	12.0	11.7
17.4	16.8	16.3	15.7	15.3	14.8	14.4	14.0	13.6
19.8	19.2	18.6	18.0	17.4	17.0	16.5	16.0	15.6
22.3	21.6	20.9	20.2	19.6	19.1	18.5	18.0	17.5
24.9	24.0	23.2	22.5	21.9	21.2	20.6	20.0	19.5
27.3	26.4	25.5	24.8	24.1	23.3	22.6	22.0	21.4
29.8	28.8	27.9	27.0	26.2	25.4	24.7	24.0	23.3
32.3	31.2	30.2	29.3	28.4	27.5	26.8	26.0	25.3
34.8	33.6	32.5	31.5	30.6	29.7	28.8	28.0	27.2
37.2	36.0	34.9	33.7	32.7	31.8	30.8	30.0	29.2
39.7	38.4	37.2	36.0	34.9	33.9	32.9	32.0	31.1
42.2	40.8	39.6	38.2	37.0	36.0	35.0	34.0	33.1
44.7	43.2	41.9	40.5	39.2	38.2	37.0	36.0	35.0
47.1	45.6	44.2	42.7	41.4	40.3	39.0	38.0	37.0
49.6	48.0	46.5	45.0	43.6	42.4	41.2	40.0	38.9
52.1	50.4	48.8	47.3	45.8	44.5	43.3	42.0	40.8
54.6	52.8	51.1	49.5	48.0	46.6	45.3	44.0	42.8
57.1	55.2	53.5	51.8	50.2	48.7	47.4	46.0	44.7
59.5	57.6	55.8	54.0	52.3	50.9	49.4	48.0	46.7
62.0	60.0	58.1	56.3	54.5	53.0	51.5	50.0	48.6
64.5	62.4	60.4	58.6	56.7	55.1	53.6	52.0	50.6
67.0	64.8	62.8	60.8	58.8	57.2	55.6	54.0	52.5
69.4	67.2	65.0	63.1	61.0	59.4	57.7	56.0	54.5
71.9	69.6	67.4	65.3	63.2	61.5	59.7	58.0	56.4
74.4	72.0	69.7	67.5	65.4	63.6	61.8	60.0	58.4
76.9	74.4	72.0	69.8	67.6	65.7	63.9	62.0	60.3
79.4	76.8	74.4	72.0	69.8	67.8	65.9	64.0	62.3
81.8	79.2	76.7	74.3	71.9	70.0	68.0	66.0	64.2
84.3	81.6	79.0	76.5	74.1	72.1	69.9	68.0	66.2
86.9	84.0	81.3	78.8	76.3	74.2	72.0	70.0	68.1
89.3	86.4	83.6	81.0	78.5	76.3	74.1	72.0	70.1
91.8	88.8	86.0	83.3	80.7	78.4	76.1	74.0	72.0
94.3	91.2	88.2	85.6	82.8	80.6	78.2	76.0	73.9
96.8	93.6	90.6	87.8	85.0	82.7	80.2	78.0	75.9
99.2	96.0	93.0	90.0	87.2	84.8	82.3	80.0	77.9
101.7	98.4	95.3	92.3	89.3	86.9	84.4	82.0	79.8
104.2	100.8	97.7	94.5	91.6	89.0	86.4	84.0	81.7
106.6	103.2	100.0	96.8	93.7	91.2	88.5	86.0	83.6
109.1	105.6	102.3	99.0	95.9	93.3	90.5	88.0	85.6
111.6	108.0	104.6	101.3	98.1	95.4	92.6	90.0	87.6

5° HEADING 131°00' MAG. (=131°31' TRUE) 5°

REPRODUCED BY 653rd ENGR. BN., U.S.A.F.

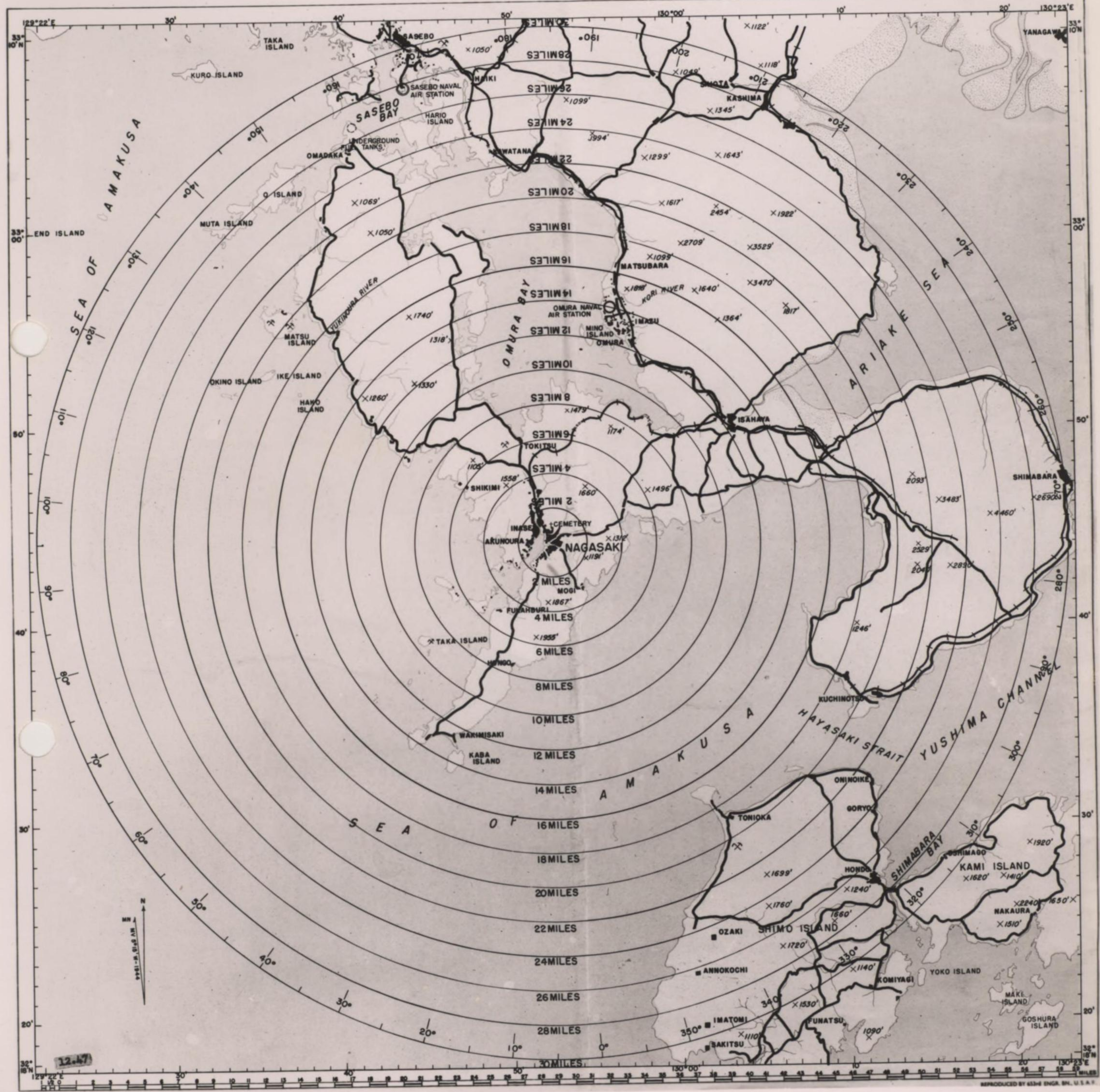


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TARGET SECTION, A-2
XX BOMBER COMMAND

NAGASAKI AREA
INCENDIARY
(32°44'N, 129°52'30"E)

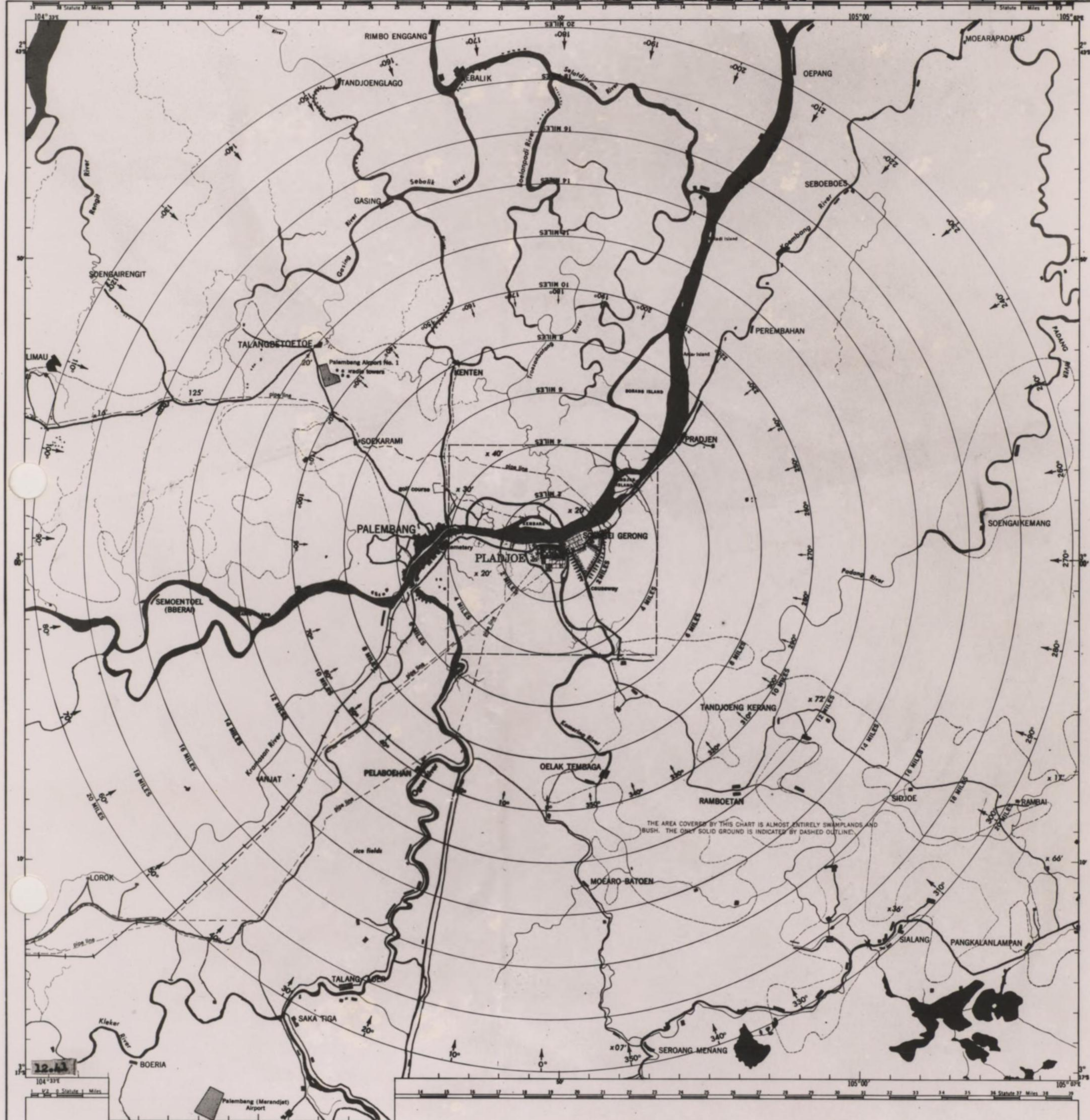
TARGET CHART NO. 22
RESTRICTED



SOUTH SUMATRA AREA

AAF TARGET CHART NETHERLANDS EAST INDIES NO. 61

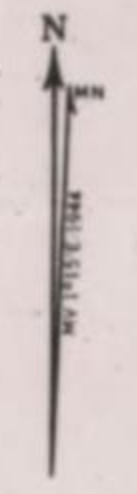
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THE ONLY TARGET APPEARING UPON THIS SIDE OF THIS CHART IS TARGET NO. 61, ON WHICH THE CHART IS CENTERED. OTHER PRINCIPAL TARGETS WITHIN A FOUR MILE RADIUS ARE SHOWN ON THE LARGE SCALE CHART ON THE REVERSE SIDE AND MAY BE PLOTTED HEREON, AS DESIRED, BY MAKING REFERENCE TO DETAIL OR DISTANCE AND BEARING FROM THE SAME CENTER TARGET AS SHOWN ON THE REVERSE SIDE.

TARGETS AND OBJECTIVE AREAS ARE NUMBERED FROM ONE TO INFINITY WITHIN EACH COUNTRY. THESE NUMBERS ARE COMBINED INTO CODES SHOWING THE COUNTRY, OBJECTIVE AREA, AND TARGET. FOR EXAMPLE, 81-15 INDICATES BRITISH PACIFIC ISLANDS (81), BORNED NORTH AREA (1), AND TARGET 15, BRITISH PACIFIC ISLANDS SERIES. TARGET NUMBERS BEAR NO RELATION TO LOCATION WITHIN COUNTRY OR TO IMPORTANCE OF TARGETS.

DASHED OUTLINE IN BLACK INDICATES AREA COVERED BY RECONNOISSANCE CHART ON THE REVERSE SIDE.



COMPASS ROSE INDICATES MAGNETIC BEARING TOWARD THE TARGET.
SUPPLEMENTING THIS CHART IS A SET OF PERSPECTIVES CONSTRUCTED ON THE FOLLOWING HEADINGS: 0°, 90°, 150°, 225°, 300°.

THIS CHART IS PREPARED FOR USE IN DAYLIGHT, UNDER WHITE, ULTRA-VIOLET, RED, AND AMBER LIGHT.

LEGEND	
	Primary Highways
	Secondary Highways
	Single Track Railroad
	Double Track Railroad
	Electric Railroad
	Power Lines
Elevations in Feet	
20'	Center Target Elevation
125'	Highest Known Elevation
Polyconic Projection Scale 1:180,000	

OFFICE OF THE ASSISTANT CHIEF OF AIR STAFF, INTELLIGENCE WASHINGTON, D. C.

FEBRUARY 1944
(SECOND EDITION)

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AAF TC NETHERLANDS
EAST INDIES NO. 94261

DECLASSIFIED
Authority 760063
By NARA Date 10/4



PLADJOE

132° TRUE



PLADJOE

132° TRUE



PLADJOE

172° TRUE



PLADJOE

172° TRUE

12.22



PLADJOE

198° TRUE



PLADJOE

198° TRUE

4.65



NOT TO BE TAKEN INTO THE AIR

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

TARGET NO. 33

OBJECTIVE FOLDER NO. 94.1

TARGET DATA

1. OBJECTIVE:

PANKALAN BRANDAN REFINERY

2. COORDINATES AND ELEVATION:

Latitude: 04° 01' N
Longitude: 98° 17' E.
Elevation: Approximately Sea Level.

3. LOCATION AND IDENTIFIABLE FEATURES:

The Pankalan Brandan Refinery is located at the town of the same name in SUMATRA, 1214 miles from CHINA BAY, CEYLON. The refinery lies on the south bank of the BABALAN River about 4 $\frac{1}{2}$ miles from its mouth. Three railroad lines lead into the refinery area; one from the west, one from the south, and one from the southeast. Elevation at the target is approximately sea-level, but there are low rolling hills in the surrounding countryside which is largely covered with dense jungle. The refinery, with its distilling towers and storage tanks, is clearly visible from the air.

4. IMPORTANCE:

Pankalan Brandan had a pre-war capacity of 9,600,000 barrels of crude a year. The refinery was denied to the enemy by damage to its machinery at the time of the Dutch withdrawal. However photographic and other intelligence reveals that the refinery is now working and it is estimated to be processing 2,880,000 barrels of crude a year. Products are 605,000 barrels of aviation gas, 806,000 barrels of fuel oil, and 1,325,000 barrels of motor gas. Due to lack of tanker space Japan has very little use for the motor gasoline. For the same reason much of the aviation gasoline must be left on the spot although some of it is used locally and some is probably carried in drums or by oil barge to destinations in the NICOBARS, the ANDAMANS, MALAYA, and BURMA. All of the fuel oil (1.9% of the total supply) however, is shipped from Pankalan Brandan as Japan requires every barrel of this product that she can obtain.

Destruction of Pankalan Brandan would deprive Japan of a reserve supply of aviation gas, amounting to 13.3% of total requirements, and of 1.9% of her fuel oil unless she could transport 2,880,000 barrels of crude a year to Inner Zone refineries. This would put a further strain upon shipping and would involve a long voyage over insecure sea lanes.

5. AIMING POINTS:

The most important place in this objective is the area which contains the Pretopping plants and power house.

AUGUST 1944

TARGET SECTION, A-2
XX BOMBER COMMAND

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

PANGKALANBRANDAN REFINERY

TARGET 94.1-33



L.66

SORTIE CY/17 OF 3RD AUGUST 1943

Scale 1:6,200 or 10.2 inches to 1 Mile

YDS 100 0 100 200 300 400 500 600 700 800 900 10,00 YDS

KEY

- | | |
|--|---|
| B. STORES YARD AND BUILDINGS.
WORKSHOPS AND WAREHOUSES. | J. TRUMBLE AND PRETOPPING PLANTS AND
POWER HOUSE. |
| C. 10 OIL TANKS, ALL APPARENTLY INTACT. | K. 3 DAMAGED ONE MILLION GALLON TANKS. |
| D. 2 DAMAGED ONE MILLION GALLON TANKS. | L. 3 TWO MILLION GALLON TANKS, ALL
APPARENTLY INTACT. |
| E. 2 DAMAGED ONE MILLION GALLON TANKS. | M, N. OCCUPIED 4-GUN HEAVY A. A. BATTERIES. |
| F. EDELEA NU PLANT. | P. POSSIBLY A 6-GUN HEAVY A. A. POSITION
UNDER CONSTRUCTION. |
| G. PUMP HOUSE. | Q. CARGO JETTY. |
| H. RECEIVER AND CHARGING TANKS. | |

REPRODUCED BY SVY. DTE., II ARMY GROUP FOR A.C.S.E.A. MAY 1944.

12.28

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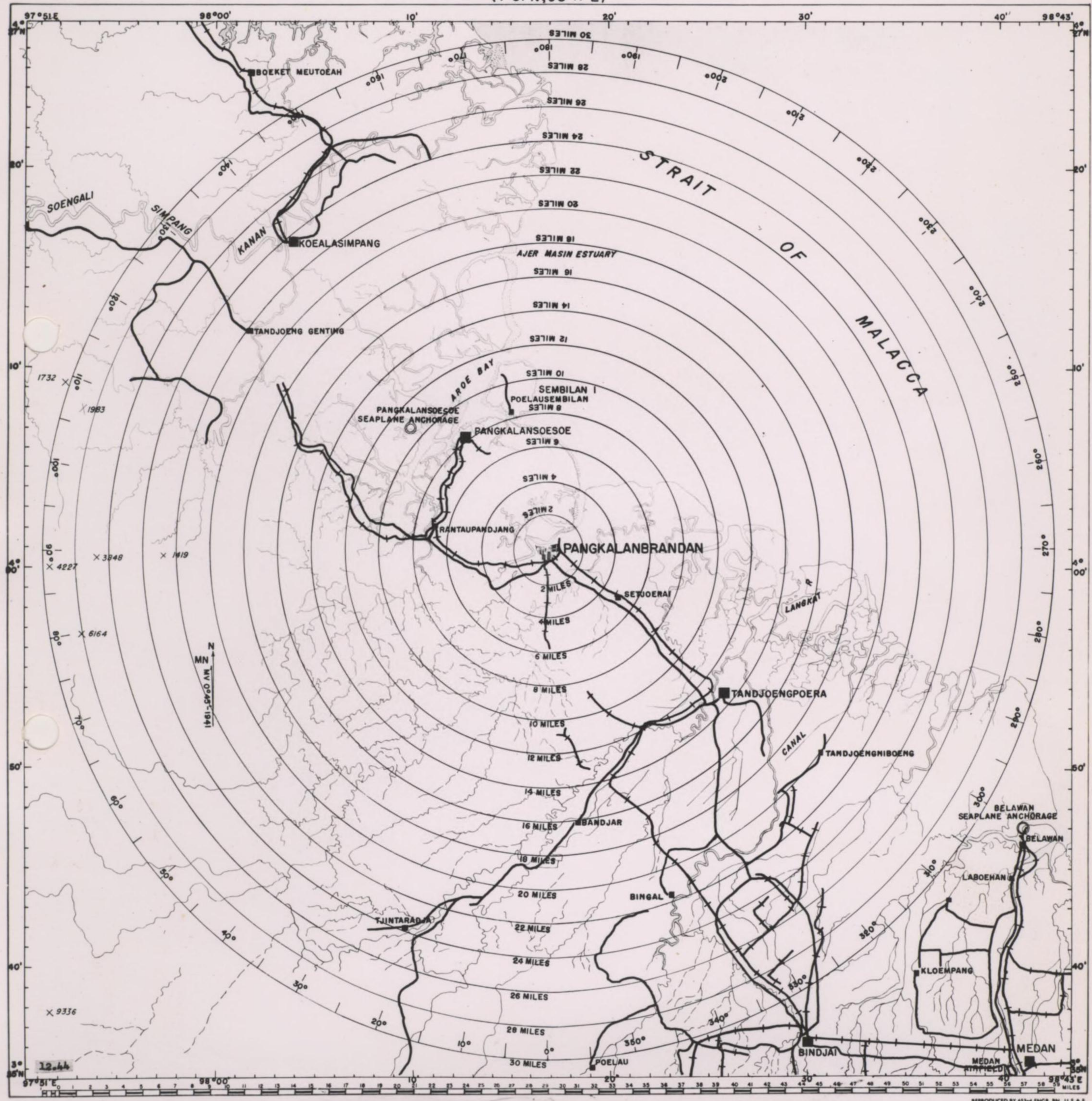
Authority 760063

By NARA Date 10/4

TARGET SECTION, A-2
XX Bomber Command

PANGKALANBRANDAN AREA
PANGKALANBRANDAN REFINERY
(4°01'N, 98°17'E)

TARGET CHART NO. 24
RESTRICTED





PANGKALANBRANDAN

APPROX. 270° T



PANGKALANBRANDAN

APPROX. 270° T



PANGKALANBRANDAN

APPROX. 180° T



PANGKALANBRANDAN

APPROX. 180° T

12.21



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Authority 760063
By ND NARA Date 10/4



NOT TO BE TAKEN INTO THE AIR

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

TARGET NO. 67
OBJECTIVE FOLDER NO. 94.2

TARGET DATA

1. OBJECTIVE:

Indarung Cement Plant, PADANG, SUMATRA

2. COORDINATES AND ELEVATION:

Latitude: 00° 57' S
Longitude: 100° 20' E.
Elevation: 490 feet.

3. LOCATION AND IDENTIFIABLE FEATURES:

The Indarung Cement Plant is located at the town of INDARUNG on the north side of the road from PADANG, in the foothills of the BARISAN Mountain Range which rises sharply to the east. The target covers an area of 4.5 acres, and presents the appearance of a typical cement plant. The works have 4 or 6 chimnies. An aerial conveyor carries raw material to the plant and removes the finished product.

4. IMPORTANCE:

This plant produces 200,000 tons of cement a year. It is the only cement works in the NETHERLANDS EAST INDIES and formerly supplied most of their cement requirements. The product is useful to the Japanese for the construction of fortifications in the INDIES.

5. AIMING POINT:

The Rotary Kilns are essential to the operation of the plant. They may be identified as usually the longest building in the plant with two high stacks at one end.

AUGUST 1944

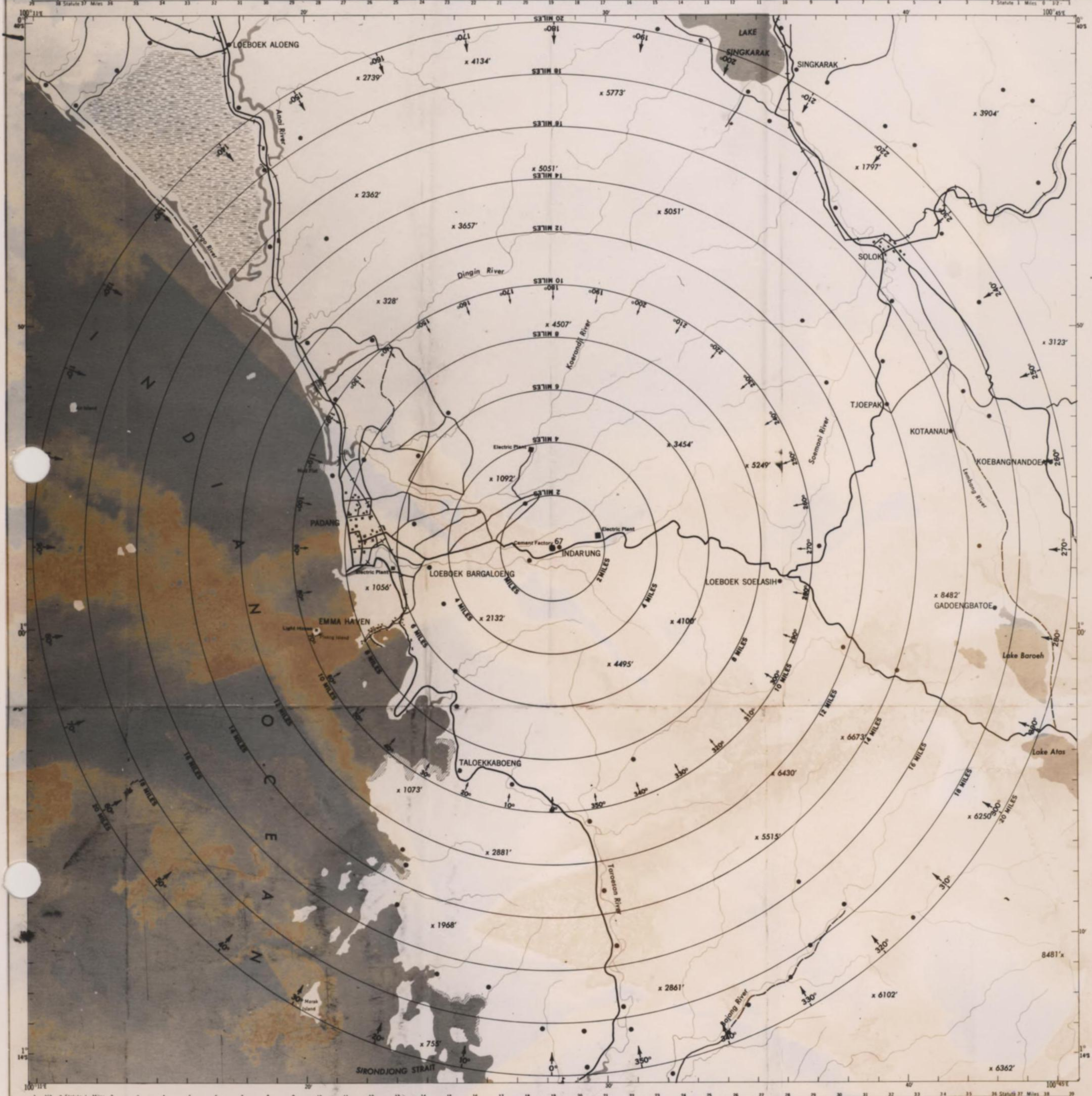
TARGET SECTION, A-2
XX BOMBER COMMAND

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

SOUTH SUMATRA AREA

AAF TARGET CHART NETHERLANDS EAST INDIES NO. 67

RESTRICTED



TARGET NUMBER	TARGET DESIGNATION	TARGET ELEVATION
67	Indarung Cement Plant	490'

TARGETS LYING WITHIN 2 MILES OF CENTER OF CHART
 TARGETS LYING BETWEEN 2 AND 4 MILES OF CENTER OF CHART
 NONE

THIS CHART IS PREPARED FOR USE IN DAYLIGHT, UNDER WHITE, ULTRA-VIOLET, RED, AND AMBER LIGHT.

COMPASS ROSE INDICATES MAGNETIC BEARING TOWARD THE TARGET.

LEGEND

- Primary Highways
- Secondary Highways
- Minor Roads
- Single Track R. R.
- Double Track R. R.
- Electric R. R.
- Power Lines

Elevations in feet
 490' Center Target Elevation
 8482' Highest Known Elevation
 Polyconic Projection Scale 1:125,000

1943

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AAF TC NETHERLANDS EAST INDIES NO. 67

DECLASSIFIED Authority 760063 By NARA Date 10/14

~~TOP SECRET~~ **SECRET.**

TOP SECRET
AUTH: CG, XX BC
INITIALS
DATE 1 AUGUST 44

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CN COMBAT MISSIONS

ANNEX 4 TO FO 5
RADAR BRIEFING FOLDER

HQ, XX BOMBER COMMAND
APO 493, NEW YORK CITY
1 AUGUST 1944

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RADAR COMMITTEE
AUGUST, 1944

Classification Changed to

~~SECRET~~ 5-2-46

By Authority of

C. G. AAR, Lt

Ray Baker
Capt. A. C.

~~TOP SECRET~~

DECLASSIFIED

Authority 760063

By NARA Date 10/4

~~TOP SECRET~~ **SECRET.**

TOP SECRET
AUTH: CG, XX BC
INITIALS
DATE 1 AUGUST 44

ANNEX 4 TO FO 5
RADAR BRIEFING FOLDER

HQ, XX BOMBER COMMAND
APO 403, NEW YORK CITY
1 AUGUST, 1944

GENERAL RADAR SUMMARY

Classification Changed to

NO. 8

~~SECRET~~

By Authority of

C. G. AAF, by

Ray L. Baker
Ray L. Baker, Capt. A. C.

A. USE OF AN/APQ-13

1. AS THIS IS A NIGHT MISSION, AIRCRAFT WILL FLY INDIVIDUALLY AND INDIVIDUAL BOMBING WILL BE EMPLOYED. EACH RADAR OPERATOR WILL EMPLOY THE RADAR EQUIPMENT TO SIGHT FOR RANGE AND AZIMUTH.

2. SETTING OF BOMB RELEASE CIRCLE

A. IN AIRCRAFT CARRYING THE AN-MG4 BOMB, THE BOMB RELEASE CIRCLE WILL BE SET ACCORDING TO THE STANDARD FLOURESCENT SLANT RANGE TABLES PREVIOUSLY PROVIDED FOR THIS BOMB.

B. IN AIRCRAFT CARRYING THE AN-MK2G-1 AERIAL MINE THE BOMB RELEASE CIRCLE WILL NOT BE USED, BUT RADAR BOMBING, IF NECESSARY, WILL BE PERFORMED, AS SPECIFIED IN EXHIBIT "B" - SPECIALIZED RADAR SUMMARY NO. 8B.

C. IN AIRCRAFT CARRYING THE AN-M17, INCENDIARY CLUSTER THE BOMB RELEASE CIRCLE WILL BE SET ACCORDING TO THE SPECIAL SLANT RANGE TABLES OF EXHIBIT "E" - SLANT RANGE TABLES, AN-M17.

D. THE VALUE OBTAINED FROM THE PROPER TABLE WILL BE SET UNDER THE VERTICAL CROSS HAIR ON THE COMPUTER.

3. OPERATORS WILL USE THE "GREASE PENCIL" METHOD OF KILLING DRIFT AS DESCRIBED IN RI 9-2C AND WILL TRACK ALL ON COURSE CHECK POINTS DOWN THE REAR OF THE MASTER DRIFT LINE TO INSURE THAT THE PROPER TRACK IS BEING MAINTAINED.

4. THE PREDICTED SCOPE DRAWINGS INCLUDE THE COURSE OF SOME RIVERS THAT MAY OR MAY NOT APPEAR ON THE ACTUAL SCOPE. WHERE THERE IS SOME DOUBT THESE RIVERS HAVE BEEN INDICATED BY DOTTED LINES ON THESE DRAWINGS.

5. THE INITIAL TURNING POINT AFTER LEAVING CHINA BAY IS AT THE SOUTHERN TIP OF SIBEROET ISLAND. THE COORDINATES OF THIS POINT ARE $01^{\circ} 47' S$ AND $99^{\circ} 14' E$. FROM THIS POINT A TURN IS MADE TO THE ON COURSE CHECK POINT 2 STATUTE MILES ($\frac{1}{2}$ NAUTICAL MILES) SOUTH OF THE MOUTH OF THE SEMBILANG RIVER, COORDINATES $02^{\circ} 02' S$ AND $104^{\circ} 41' E$.

-1-

~~TOP SECRET~~ **SECRET.**

DECLASSIFIED

Authority 760063

By 100 NARA Date 10/4

~~TOP SECRET~~ SECRET

SOME EXCELLENT CHECK POINTS ON THIS ROUTE ARE:

A. NORTHERN TIP OF SIPOERA ISLAND WILL BE APPROXIMATELY 13 NAUTICAL MILES TO THE RIGHT OF COURSE.

B. A 12,484' PEAK APPROXIMATELY 11 NAUTICAL MILES LEFT OF COURSE AT APPROXIMATELY $01^{\circ} 42' S$ AND $101^{\circ} 16' E$.

C. THE EASTERN COAST OF SUMATRA, LEFT OF COURSE, CAPE BIRIK AND THE MOUTH OF THE SEMBILANG RIVER. THIS WILL BE JUST PRIOR TO A COURSE CHANGE TO THE AXIS OF ATTACK ON THE TARGET.

B. USE OF THE SCR-729

1. THE SCR-729 WILL BE OPERATED BY THE RADIO OPERATOR. IT WILL BE TURNED ON THROUGHOUT THE ENTIRE MISSION WITH THE TRANSMIT (IR-DI) SWITCH IN THE STAND-BY (CENTER) POSITION EXCEPT DURING PERIODS OF ACTUAL OPERATION AS FOLLOWS:

A. VESSELS OF THE ROYAL NAVY WILL BE STATIONED ON THE ROUTE TO AND FROM THE TARGET. THE EXACT POSITIONS OF THESE VESSELS WILL BE ANNOUNCED AT THE FINAL BRIEFING. THESE VESSELS WILL BE EQUIPPED WITH IFF MARK III OF THE SCR-595 TYPE WHICH WILL RECEIVE AND TRANSMIT AT 176 MEGACYCLES. THE VESSEL-BORNE IFF WILL THEREFORE ACT AS A RACON WITH A CODE SET ON IFF POSITION NUMBER 5. THIS SETTING WILL TRANSMIT A CODE THAT WILL APPEAR ON THE INDICATOR SCREEN AS NARROW - SPACE - WIDE - SPACE AND THEN REPEAT.

B. WHEN WITHIN 100 MILES OF THE POSITION OF THESE VESSELS, ON EITHER THE INBOUND OR OUTBOUND FLIGHTS, OPERATORS WILL USE THE IR POSITION OF THE TRANSMIT SWITCH AT INTERVALS OF APPROXIMATELY ONE MINUTE, HOLDING THE IR SWITCH IN POSITION FOR APPROXIMATELY 15 SECONDS IN ORDER TO LOCATE AND HOME ON THE VESSEL.

C. WHEN WITHIN 15 MILES OF THE VESSEL, THE TRANSMIT SWITCH WILL BE THROWN TO DI AND LEFT IN THAT POSITION FOR ACCURATE HOMING.

D. UPON PASSING OVER THE VESSEL, THE TRANSMIT SWITCH WILL BE RETURNED TO STANDBY POSITION.

E. ON THE RETURN FLIGHT FROM THE TARGET WHEN WITHIN 100 MILES OF CHINA BAY, THE TRANSMIT SWITCH WILL BE THROWN TO THE DI POSITION AND HOMING WILL BE ACCOMPLISHED ON THE YJ RACON LOCATED AT THIS STATION.

F. THE SCR-729 MAY BE USED AT ANY TIME ON THE FLIGHT TO CHINA BAY FROM INDIA BASES. HOMING WILL BE ACCOMPLISHED ON THE CHINA BAY RACON.

Classification Changed to

~~SECRET~~ SECRET 5-2-46

By Authority of

C. G. Army

~~TOP SECRET~~ SECRET

Ray Baker
Ray Baker, Capt. A. C.

~~TOP SECRET~~ SECRET

G. ON THE RETURN FLIGHT TO INDIA BASES FROM CEYLON EVERY EFFORT WILL BE MADE TO ASSIST IN NAVIGATION THROUGH THE USE OF YJ RACONS INSTALLED AT THESE BASES.

H. THE SCR-729 WILL BE USED FOR RENDEZVOUS AND HOMING ON FRIENDLY AIRCRAFT WHENEVER NECESSARY. THIS WILL BE, OF NECESSITY, LIMITED TO THE PERIODS WHEN IFF IN FRIENDLY AIRCRAFT IS TURNED ON.

1. WHEN IN DISTRESS, THE SCR-729 WILL BE USED, WITH THE TRANSMIT SWITCH IN DI POSITION, TO HOME ON FRIENDLY VESSELS.

2. RADAR OPERATORS WILL ASSURE THEMSELVES THAT RADIO OPERATORS ARE AWARE OF THE PROPER OPERATION OF THIS SET.

C. USE OF SCR-718

1. THE SCR-718 WILL BE OPERATED BY THE NAVIGATOR AND WILL BE USED THROUGHOUT THE MISSION AS A CHECK OF ABSOLUTE ALTITUDE. RADAR OPERATORS WILL ASSURE THEMSELVES THAT NAVIGATORS ARE AWARE OF THE PROPER USE OF THIS SET.

D. USE OF IFF (SCR-695)

1. IFF WILL BE OPERATED BY THE RADAR OPERATOR UPON INSTRUCTIONS RECEIVED FROM THE NAVIGATOR. HE WILL ASSURE HIMSELF THAT IFF IS OPERATED AS FOLLOWS:

A. ON CODE POSITION 1 DURING THE ENTIRE FLIGHTS BETWEEN CHINA BAY AND INDIA BASES.

B. ON THE OUTBOUND FLIGHT, FROM CHINA BAY TO THE TARGET, IT WILL BE OPERATED ON CODE POSITION 2 AND TURNED OFF AT 125 MILES FROM CHINA BAY.

C. IT WILL BE LEFT OFF WHEN IN ENEMY TERRITORY.

D. ON THE INBOUND FLIGHT, FROM THE TARGET TO CHINA BAY, IT WILL BE OPERATED ON CODE POSITION 2 AND TURNED ON IMMEDIATELY AFTER CROSSING THE WEST COAST OF SUMATRA.

LAVERNE G. SAUNDERS
BRIGADIER GENERAL, USA
COMMANDING

OFFICIAL:

ROY H. LYNN
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By Authority of
C. G. AAB, by
Lay Baker
Capt. A. C.

~~TOP SECRET~~ SECRET

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SECRET.

TOP SECRET
AUTH: CG, XX BC
INITIALS
DATE 1 AUGUST 44

ANNEX 4 TO FO 5
RADAR BRIEFING FOLDER

HQ, XX BOMBER COMMAND
APO 493, NEW YORK CITY
1 AUGUST 1944

EXHIBIT "A"

SPECIALIZED RADAR SUMMARY NO. 8A

Classification Changed to

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By Authority of

C. G. AAF.

A. GENERAL

1. THE PURPOSE OF THIS MISSION IS TO DESTROY THE JAPANESE CONTROLLED PLADJOE OIL REFINERY AT PALEMBANG, SUMATRA. THE COORDINATES OF THIS REFINERY ARE $03^{\circ} 00' S$ AND $104^{\circ} 50' E$. THE ATTACK ON THIS TARGET WILL BE MADE ON TRACKS OF $172^{\circ} T$ AND $198^{\circ} T$ BY AIRCRAFT CARRYING AN-M64, 500 LB GENERAL PURPOSE BOMBS OR AN-M17, 500 LB INCENDIARY AIMABLE CLUSTERS.

B. SPECIFIC INFORMATION PERTINENT TO THE MISSION TO BE CARRIED OUT ON THE BRIEFED GROUND TRACK OF $198^{\circ} T$.

1. FROM THE SOUTHERN TIP OF SIBEROET ISLAND AIRCRAFT WILL CONTINUE ON A COURSE OF $93^{\circ} T$ TO THE I.P. WHICH IS KELIAN POINT (CAPE KELIAN) LOCATED AT $02^{\circ} 05' S$ AND $105^{\circ} 08' E$. THE BRIEFED GROUND TRACK FOR THIS AXIS OF ATTACK IS $198^{\circ} T$. THE MASTER DRIFT LINE SHOULD BE SET TO THIS VALUE SHORTLY BEFORE THE I.P. SO THAT A PROCEDURE TURN CAN BE ACCOMPLISHED ONTO THE NEW HEADING OF $198^{\circ} T$.

2. THE DISTANCE FROM THE I.P., KELIAN POINT, TO THE TARGET IS 58 NAUTICAL MILES. RADAR SCOPE PICTURES HAVE BEEN PREPARED SHOWING PROBABLE APPEARANCE AT POINTS "A" AND "B", 16 AND 6 NAUTICAL MILES FROM THE TARGET. THE BANJOESIN (BANJOEASIN) RIVER IS CLEARLY IDENTIFIABLE, WHILE RIVERS WHICH MIGHT BE IDENTIFIED ON THE RADAR SCOPE ARE SHOWN AS DOTTED LINES.

3. AS SOON AS THE TURN IS MADE AT THE I.P. THE MOUTH OF THE OEPANG RIVER SHOULD APPEAR AT A RANGE OF 19 NAUTICAL MILES ON COURSE WHILE THE MOESI AND BANJOESIN RIVERS SHOULD BE VISIBLE SLIGHTLY TO THE RIGHT. UPON REACHING A POINT WHERE KEPI POINT APPEARS AT A RIGHT ANGLE TO THE COURSE, THE "FROG PATTERN" OF THE BANJOESIN RIVER AROUND KEPI POINT SHOULD BE READILY IDENTIFIABLE AS WELL AS KEPI POINT AT A RANGE OF 17 NAUTICAL MILES. KELIAN POINT TO THE REAR OF THE COURSE AT THIS POINT SHOULD BE STILL VISIBLE AT A RANGE OF 23 NAUTICAL MILES. PROCEEDING ON COURSE TO THE TARGET FIRST THE OEPANG RIVER WILL APPEAR, ON THE LEFT AND THE MOESI RIVER ON THE RIGHT, HOWEVER, THE TWO RIVERS WILL JOIN 18 NAUTICAL MILES FROM THE TARGET AND SLIGHTLY TO THE RIGHT OF THE COURSE. THE OEPANG RIVER FIRST AND THEN THE MOESI RIVER CAN BE GENERALLY TRACKED PARALLEL BUT SLIGHTLY TO THE LEFT OF THE COURSE TO THE TARGET.

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4. THE RADAR OPERATOR WILL ESTABLISH A FINAL VALUE OF GROUND SPEED BY THE MCNAIR METHOD ON THE RUN FROM KELIAN POINT USING THE MOUTH OF THE OEPANG RIVER AS A TARGET. THIS VALUE OF GROUND SPEED WITH CORRECTIONS FOR BOMB BAY DOORS OPEN WILL BE USED FOR A FINAL CHECK OF THE COMPUTER SETTING.

5. THE TARGET IS SITUATED ON THE SOUTH BANK OF THE MOESI RIVER, 5 STATUTE MILES EAST OF THE CITY OF PALEMBANG. THE REFINERY IS DIVIDED BY A SMALL RIVER PROBABLY NOT VISIBLE ON THE SCOPE. THE WESTERN PORTION OF THE TARGET PLANT IS BEING OPERATED BY THE JAPANESE, THEREFORE THE AIRCRAFT SHOULD BE DIRECTED TOWARDS THE WESTERN PORTION OF THE TARGET WHICH WILL SPREAD OUT AS A BRILLIANT SIGNAL CONTRASTED TO THE DARK MOESI RIVER IN THE FOREGROUND. WITH THE GAIN TURNED WELL BACK AT ABOUT 10 NAUTICAL MILES RANGE, THE RIVER IN FRONT OF THE REFINERY SHOULD CERTAINLY APPEAR.

6. THE BOMB RELEASE CIRCLE WILL BE SET FOR BOMBING DIRECTLY ON THE TARGET REGARDLESS OF THE PHOTOGRAPHIC FEATURES OF THE MISSION. THE RADAR OPERATOR WILL RELEASE HIS BOMBS WHEN THE SHARP LINE OF CONTRAST BETWEEN THE RIVER AND THE REFINERY CUTS THE LEADING OR INNER EDGE OF THE BOMB RELEASE MARKER.

C. SPECIFIC INFORMATION PERTINENT TO THE MISSION TO BE CARRIED OUT ON THE BRIEFED GROUND TRACK OF 172° T.

1. FROM THE SOUTHERN TIP OF SIBEROET ISLAND AIRCRAFT WILL CONTINUE ON A COURSE OF 93° T TO THE CHECK POINT LOCATED 2 STATUTE MILES SOUTH OF THE MOUTH OF SEMBANG RIVER COORDINATES 02° 02' S AND 104° 41' E WHERE A PROCEDURE TURN WILL BE MADE TO THE I.P., WHICH IS KEPI POINT LOCATED AT 02° 21' S AND 104° 45' E.

2. THE DISTANCE FROM THE I.P., KEPI POINT, TO THE TARGET IS 39 NAUTICAL MILES. KEPI POINT IS THE POINT ON THE NORTHERN SHORE OF THE BANJOESIN (BANJOEASIN) RIVER WHERE IT FORMS THE "FROG PATTERN". RADAR SCOPE PICTURES HAVE BEEN PREPARED SHOWING PROBABLE APPEARANCE AT POINTS "A" AND "B", 16 AND 6 NAUTICAL MILES FROM THE TARGET. THE BANJOESIN (BANJOEASIN) RIVER IS CLEARLY IDENTIFIABLE, WHILE THE RIVERS WHICH MAY POSSIBLY APPEAR ON THE RADAR SCOPE ARE SHOWN AS DOTTED LINES.

3. THE COURSE OF 172° T FROM KEPI POINT TO THE TARGET HAS THE BROAD DARK STREAK OF THE BANJOESIN RIVER JUST TO THE RIGHT. THE "FROG PATTERN" OF THE RIVER ESTUARY WILL GIVE A VERY GOOD FIX FOR ABOUT 15 NAUTICAL MILES PAST THE I.P. AT THIS POINT THE VERY STRONG SIGNAL FROM THE STEEL STRUCTURES OF THE REFINERY AT PLADJOE SHOULD GIVE, AT 23 MILES RANGE, A BRIGHT ARC UNDER THE MASTER DRIFT LINE. THE CITY AREA OF PALEMBANG WILL APPEAR JUST WEST OF THE PLADJOE AS A WEAKER SIGNAL BUT LARGER IN AREA. ONLY THESE TWO MAIN CHECK POINTS, THE BANJOESIN RIVER AND THE TARGET SIGNALS SHOULD BE USED SINCE ALL THE OTHER RIVERS CROSSED BY THE COURSE ON THE MAPS ARE SUBJECT TO YEARLY AND SEASONAL CHANGES OF COURSE.

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C. G. AAF, by
Ray Anderson
Ray G. Anderson, AFM, A. G.

~~TOP SECRET~~
SECRET.

4. THE RADAR OPERATOR WILL ESTABLISH A FINAL VALUE OF GROUND SPEED BY THE MCNAIR METHOD ON THE RUN FROM THE SEMBILANG RIVER USING KEPI POINT AS A TARGET. THIS VALUE OF GROUND SPEED WITH CORRECTIONS FOR BOMB BAY DOORS OPEN WILL BE USED FOR A FINAL CHECK OF THE COMPUTER SETTING.

5. THE TARGET WILL GIVE A VERY STRONG SIGNAL WHICH SHOULD BE TRACKED WITH THE GAIN AND TILT CONTROLS AS SOON AS IT IS POSITIVELY IDENTIFIED. THE REFINERY IS DIVIDED BY A SMALL RIVER, PROBABLY NOT VISIBLE ON THE SCOPE, AND ONLY THE WESTERN PART IS BEING OPERATED BY THE JAPANESE. THEREFORE, THE AIRCRAFT SHOULD BE DIRECTED TOWARDS THE WESTERN PORTION OF THE TARGET WHICH WILL SPREAD OUT AS A BRILLIANT SIGNAL CONTRASTED TO THE DARK MOESI RIVER IN FRONT OF IT. WITH THE GAIN TURNED WELL BACK, AT ABOUT 10 NAUTICAL MILES RANGE, THE RIVER IN FRONT OF THE REFINERY SHOULD CERTAINLY APPEAR.

6. THE BOMB RELEASE CIRCLE WILL BE SET FOR BOMBING DIRECTLY ON THE TARGET REGARDLESS OF PHOTOGRAPHIC FEATURES OF THE MISSION. THE RADAR OPERATOR WILL RELEASE HIS BOMBS WHEN THE SHARP LINE OF CONTRAST BETWEEN THE RIVER AND THE REFINERY CUTS THE LEADING OR INNER EDGE OF THE BOMB RELEASE MARKER.

LAVERNE G. SAUNDERS
BRIGADIER GENERAL, USA
COMMANDING

OFFICIAL:

Roy H. Lynn
ROY H. LYNN
COLONEL, AIR CORPS
COMMUNICATIONS OFFICER *RLY*

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By Authority of
C. G. AAR, by *Ray Baker*
Capt. A. C.

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Authority 760063
By NARA Date 10/4

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~~SECRET~~

TOP SECRET

AUTH: CG, XX BC

INITIALS

DATE 1 AUGUST 44

ANNEX 4 TO FO 5
RADAR BRIEFING FOLDER

HQ, XX BOMBER COMMAND
APO 493, NEW YORK CITY
1 AUGUST 1944

EXHIBIT "B"

SPECIALIZED RADAR SUMMARY NO. 8B

A. GENERAL

1. THE PURPOSE OF THIS MISSION IS TO MINE PORTIONS OF THE MOESI RIVER AND THE CHANNEL ENTRANCE LEADING INTO BANGKA STRAIT AT THE MOUTH OF THE MOESI RIVER, THUS BLOCKING THE WATER SHIPMENT FROM THE PLADJOE REFINERY.

2. FROM THE SOUTHERN TIP OF SIBEROET ISLAND AIRCRAFT WILL CONTINUE ON A COURSE OF 93° T TO THE CHECK POINT ($02^{\circ} 02' S$ AND $104^{\circ} 41' E$) LOCATED 2 STATUTE MILES SOUTH OF THE MOUTH OF THE SEMBILANG RIVER WHERE A TURN WILL BE MADE TO KEPI POINT LOCATED AT $02^{\circ} 21' S$ SOUTH AND $104^{\circ} 45' E$ EAST. AT KEPI POINT A TURN WILL BE MADE TO A COURSE TO THE NORTHERN POINT OF PAJOENG ISLAND IN THE MOUTH OF THE MOESI RIVER (SHOWN ON AERONAUTICAL CHARTS). THIS ISLAND, TOGETHER WITH THE CHARACTERISTIC "FROG PATTERN" OF THE BANJOESIN RIVER MOUTH WILL GIVE A VERY DEFINITE RADAR FIX AS A NAVIGATIONAL AID IN APPROACHING THE I.P. FOR MINING OPERATION.

3. AT THE I.P. A PORTION OF THE PLANES WILL TURN NORTH AND MINE THE CHANNEL APPROACHES. THE REMAINDER WILL TURN SOUTH TO MINE THE RIVER CHANNEL.

4. SINCE THE MINING AIRCRAFT WILL BE AT LOW ALTITUDE, NOT ABOVE 1000 FEET, THE RADAR SCOPE WILL PAINT AN EXCELLENT PICTURE OF THE RIVERS AND COASTLINES FROM THE SEMBILANG TO THE MOESI RIVERS. FOR THIS OPERATION THE BOMBING MARKER SWITCH WILL BE KEPT IN THE CAL-ZERO POSITION SINCE THE SOLE OBJECT OF THE RADAR OPERATOR IS TO KEEP A PERFECT RADAR MAP OF THE WATERWAY; ALSO THE OPEN CENTER WILL BE SWITCHED OFF. THE RADAR OPERATOR WILL KEEP THE SCOPE ON THE 20 MILE SWEEP IN ORDER TO MAINTAIN THE ENTIRE PICTURE OF THE "FROG PATTERN" AT THE BANJOESIN RIVER MOUTH AND KEPI POINT IN VIEW AS MUCH AS POSSIBLE AND WILL MAINTAIN CONTINUOUS RADAR CHECKS TO AID IN IDENTIFICATION OF THE MOESI RIVER CHANNEL TO BE MINED.

5. IN CASE OF NO VISIBILITY EVEN AT MINIMUM ALTITUDE THE RADAR OPERATOR WILL DIRECT THE AIRCRAFT ALONG THE COURSE OF THE RIVER AND RELEASE THE MINES ON INSTRUCTIONS FROM THE BOMBARDIER.

OFFICIAL:

ROY H. LYNN
COLONEL, AIR CORPS
COMMUNICATIONS OFFICER

LAVERNE G. SAUNDERS
BRIGADIER GENERAL, USA

COMMANDING

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By Authority of

C. G. AAF, by

Lay Baker
Capt. A. C.

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AUTH: OG, XX BC
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DATE 1 AUGUST 44

ANNEX 4 TO FO 5
RADAR BRIEFING SUMMARY

HQ, XX BOMBER COMMAND
APO 493, NEW YORK CITY
1 AUGUST 1944,

EXHIBIT "C"

SPECIALIZED RADAR SUMMARY NO. 8C

A. ATTACK AGAINST THE SECONDARY TARGET, PANGALAN BRANDAN REFINERY,
PANGALAN BRANDAN, SUMATRA.

1. THE COORDINATES OF THE SECONDARY TARGET ARE $04^{\circ} 01' N$ AND
 $98^{\circ} 17' E$. TOBA LAKE IS AN EXCELLENT VISUAL OR RADAR CHECK POINT
WITH A VERY SHARP MOUNTAIN PEAK IN THE CENTER OF THE LARGE LAKE,
LOCATED ABOUT 100 MILES SSE OF PANGALAN BRANDAN.

2. A SKETCH OF THE RADAR SCOPE ON AN APPROACH OF 180° T HAS
BEEN PREPARED SINCE AN ATTACK FROM THIS DIRECTION IS PROBABLY
BEST FOR TARGET VISIBILITY AND IDENTIFICATION.

3. THE TARGET SHOULD APPEAR AS A BRIGHT SIGNAL APPROXIMATELY
4 NAUTICAL MILES INLAND FROM THE COASTLINE AND SOUTHWEST FROM THE
MOUTH OF THE V SHAPED RIVER OUTLET INTO THE STRAIT OF MALACCA.
THE TOWN OF PANGALANSAESOE A BRIGHT SIGNAL SOME DISTANCE TO THE
NORTH OF THE TARGET AND ON THE SOUTHERN SIDE OF THE AROE BAY
SHOULD NOT BE MISTAKEN FOR THE REFINERY. THE AROE BAY TOGETHER
WITH SEMBILAN ISLAND AND THE TOWN OF PANGALANSAESOE SHOULD SERVE
AS GOOD CHECK POINTS REGARDLESS OF THE AXIS OF ATTACK. HOWEVER
IT IS RECOMMENDED THAT THE ATTACK OVER THE TARGET BE MADE FROM AN
APPROACH FROM THE STRAIT OF MALACCA SINCE AN APPROACH FROM THE
WEST WOULD CAUSE THE MOUNTAINS TO INTERFERE WITH THE PICTURE
PRESENTED ON THE RADAR SCOPE.

LAVERNE G. SAUNDERS
BRIGADIER GENERAL, USA
COMMANDING

OFFICIAL:

Roy H. Lynn
ROY H. LYNN
COLONEL, AIR CORPS
COMMUNICATIONS OFFICER

Classification Changed to

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By Authority of

C. G. Aar, by

Lay Baker
Capt. A. C.

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AUTH: CG, XX BC
INITIALS
DATE 1 AUGUST 1944

ANNEX 4 TO FO 5
RADAR BRIEFING FOLDER

HQ, XX BOMBER COMMAND
APO 493, NEW YORK CITY
1 AUGUST 1944.

EXHIBIT "D"

SPECIALIZED RADAR SUMMARY NO. 8D

- A. ATTACK AGAINST THE TERTIARY TARGET, INDARUNG CEMENT PLANT, PADANG, SUMATRA.
1. THE COORDINATES OF THE TERTIARY TARGET ARE $00^{\circ} 57' S$ AND $100^{\circ} 28' E$.
 2. A SKETCH OF THE RADAR SCOPE ON AN APPROACH OF $83^{\circ} T$ HAS BEEN PREPARED FOR FAMILIARIZATION WITH THE GENERAL AREA SURROUNDING THE TARGET. THIS APPROACH IS PROBABLY THE BEST AS IT APPROACHES DIRECTLY UP THE VALLEY IN WHICH THE CEMENT PLANT IS LOCATED. FURTHERMORE IT PASSES DIRECTLY OVER AN ISLAND LOCATED AT $00^{\circ} 59' S$ AND $100^{\circ} 12' E$ WHILE AIR ISLAND, APPROXIMATELY 7 NAUTICAL MILES TO THE LEFT OF THE COURSE, AND LOCATED AT $00^{\circ} 53' S$ AND $100^{\circ} 12' E$ IS AN EXCELLENT OFF-COURSE CHECK POINT. AN APPROACH OF $60^{\circ} T$ ALSO HAS SEVERAL ADVANTAGES.
 3. THE TARGET SHOULD APPEAR AS A SMALL BRIGHT SIGNAL APPROXIMATELY 7 NAUTICAL MILES FROM THE COAST INLAND OR DIRECTLY EAST OF THE SOUTHERN TIP OF THE BRIGHT SIGNAL FROM THE TOWN OF PADANG LOCATED IMMEDIATELY ON THE WESTERN COAST OF SUMATRA. PADANG MAY BE LOCATED WITH REFERENCE TO SIBEROET ISLAND JUST OFF THE WESTERN COAST OF SUMATRA; ALSO BY REFERENCE TO THE SMALL ISLANDS IMMEDIATELY ADJACENT TO THE COAST AND THE THREE JAGGED CAPES JUST SOUTH OF THE TOWN. THESE POINTS SHOULD SERVE AS GOOD CHECK POINTS REGARDLESS OF THE AXIS OF ATTACK; HOWEVER, IT IS RECOMMENDED THAT THE ATTACK ON THE TARGET BE MADE DOWN THE VALLEY BETWEEN THE TWO MOUNTAIN PEAKS NORTH AND SOUTH OF PADANG.

LAVERNE G. SAUNDERS
BRIGADIER GENERAL, USA
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Roy H. Lynn
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Classification Changed to
SECRET 5-2-46
By Authority of
C. G. AAF, by *Ray L. Baker*
Major, Capt. A. C.

~~TOP SECRET~~ **SECRET.**

RESTRICTED

EXHIBIT "E"

RESTRICTED

Slant Range Bombing Table
Aimable Closter, 500 lb., M7 (E-4)

Table of Slant Range in Hundreds of Feet

Release Altitude in Feet	Ground Speed in Miles per Hour																		
	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340
8,000	92	93	95	97	99	101	103	106	108	111	113	115	118	121	123	126	128	131	134
9,000	101	103	105	107	109	111	113	115	117	120	122	125	128	130	133	136	138	141	144
10,000	110	112	114	116	118	120	122	125	127	130	132	135	137	140	143	146	148	151	154
11,000	120	122	124	126	128	130	132	134	137	139	142	145	147	150	153	156	159	162	165
12,000	130	132	134	136	138	140	142	144	147	149	152	155	158	160	163	166	169	172	175
13,000	139	141	143	145	147	150	152	154	157	159	162	165	168	171	174	177	180	183	186
14,000	149	151	153	155	157	159	162	164	166	169	172	175	177	180	183	186	189	192	196
15,000	159	161	163	165	167	169	171	174	176	179	182	184	187	190	193	196	200	203	206
16,000	168	170	172	174	176	179	181	183	186	188	191	194	197	200	203	206	209	213	216
17,000	178	180	182	184	186	188	191	193	195	198	201	204	207	210	213	216	219	223	226
18,000	188	190	192	194	196	198	200	203	205	208	211	214	216	219	222	226	229	232	236
19,000	197	199	201	203	205	207	210	212	215	217	220	223	226	229	232	236	239	242	246
20,000	207	209	211	213	215	217	219	221	224	227	230	233	236	239	242	245	248	252	255

Note: Altitude of Separation for 8,000 and 9,000 feet is 3,000 feet.
Altitude of separation for 10,000 feet and over is 5,000 feet.

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Authority 760063
By NARA Date 10/14

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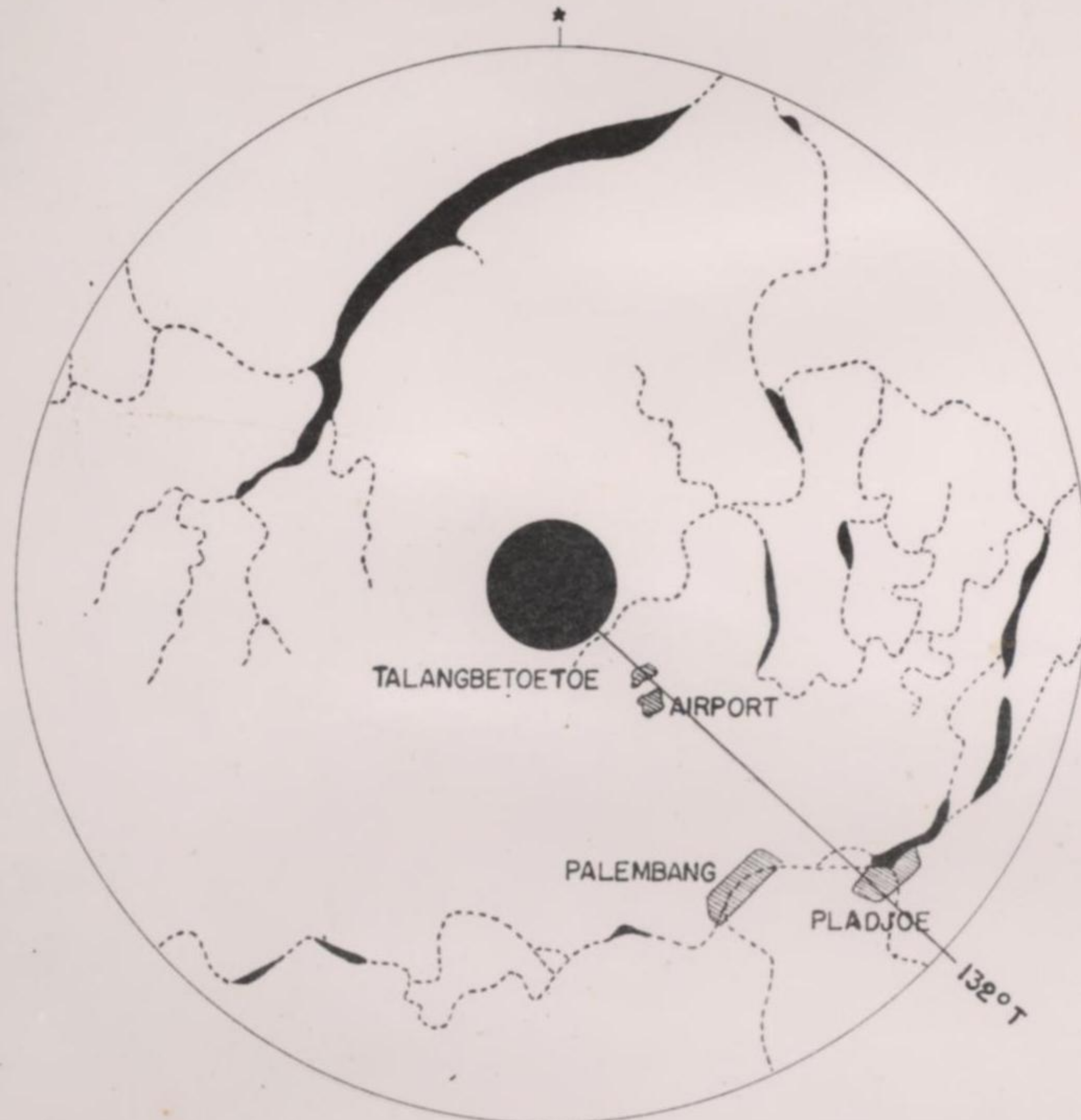
PROBABLE APPEARANCE AT POINT "A"

16 MILES FROM TARGET

ALTITUDE: 15,000

SWEEP: 20 MILES

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



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

AT ALTITUDES OTHER THAN 15,000' GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

12.09

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PREPARED BY RADAR INTELLIGENCE COMMITTEE - XX BOMBER COMMAND

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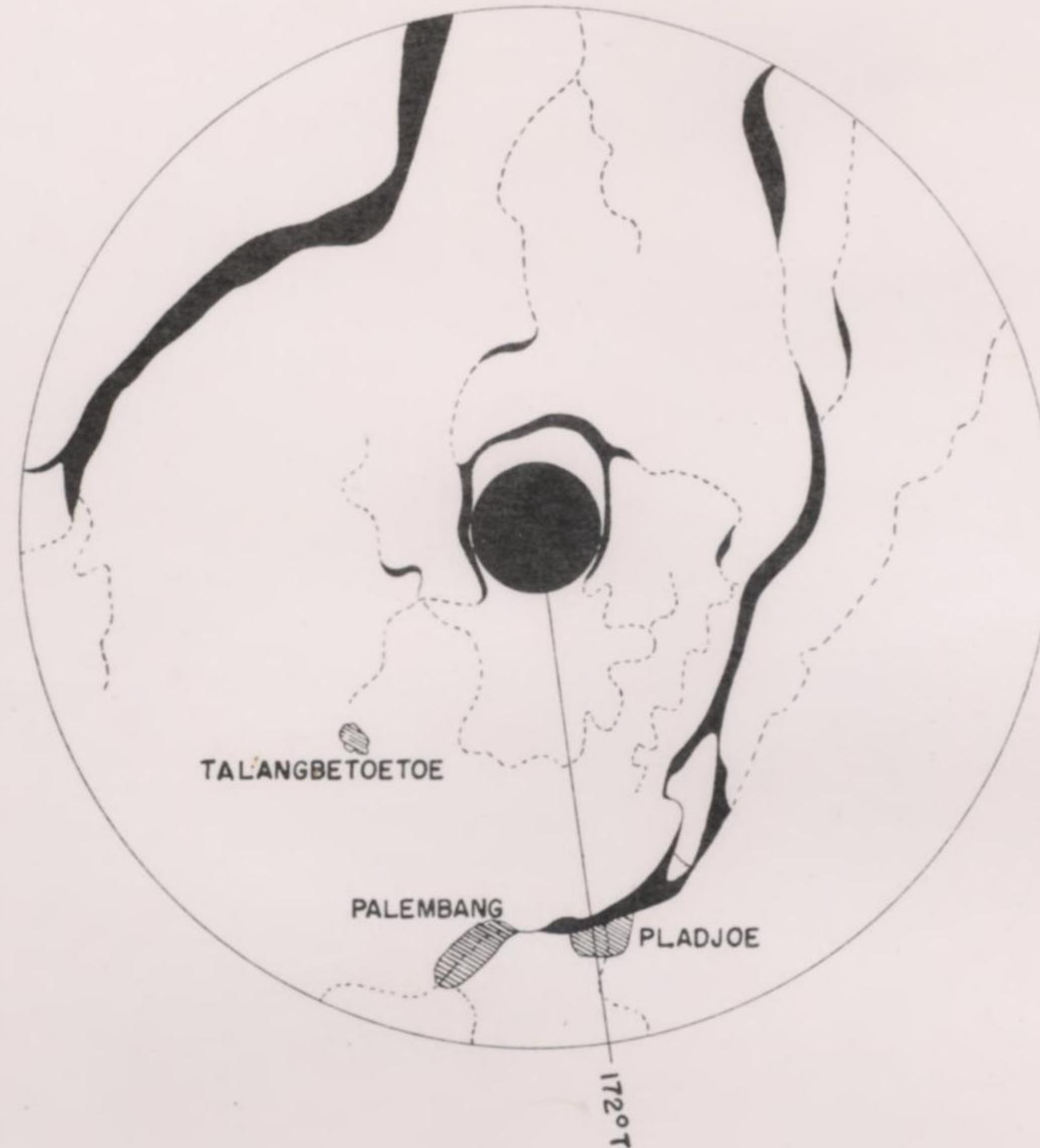
PROBABLE APPEARANCE AT POINT "A"

16 MILES FROM TARGET

ALTITUDE: 15,000

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 15,000' GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF PICTURE.

12.10

SECRET

PREPARED BY RADAR INTELLIGENCE COMMITTEE - XX BOMBER COMMAND

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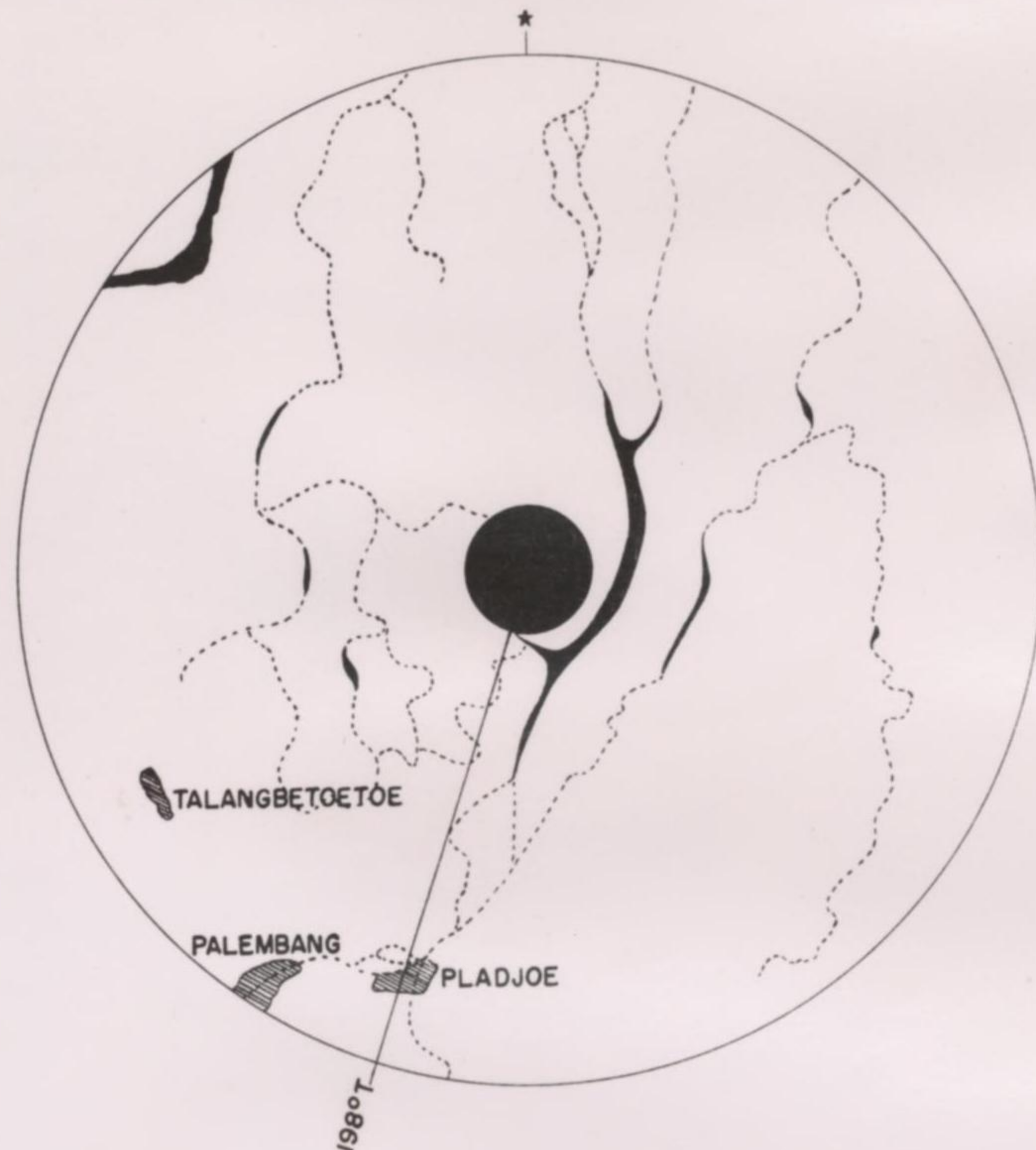
PROBABLE APPEARANCE AT POINT "A"

16 MILES FROM TARGET

ALTITUDE: 15,000

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 15,000' GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

12.08

SECRET

PREPARED BY RADAR INTELLIGENCE COMMITTEE - XX BOMBER COMMAND

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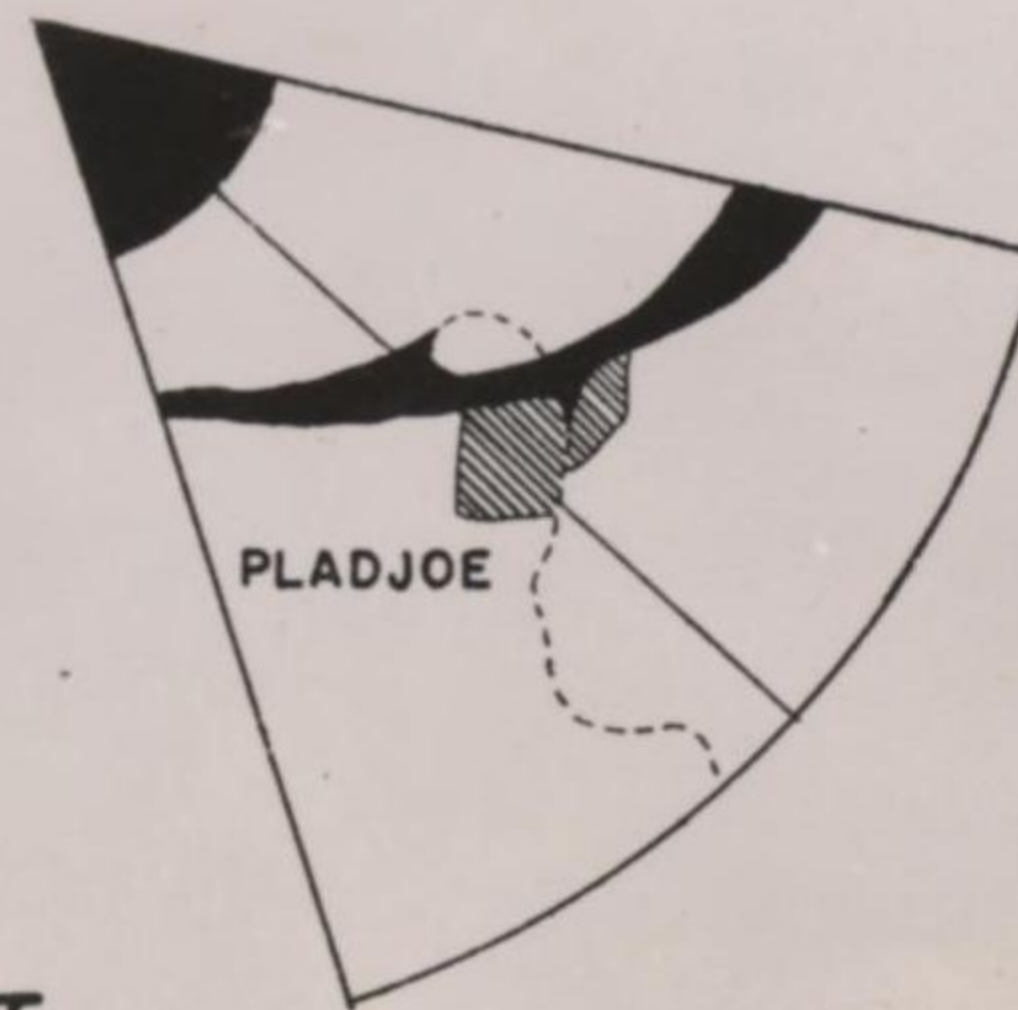
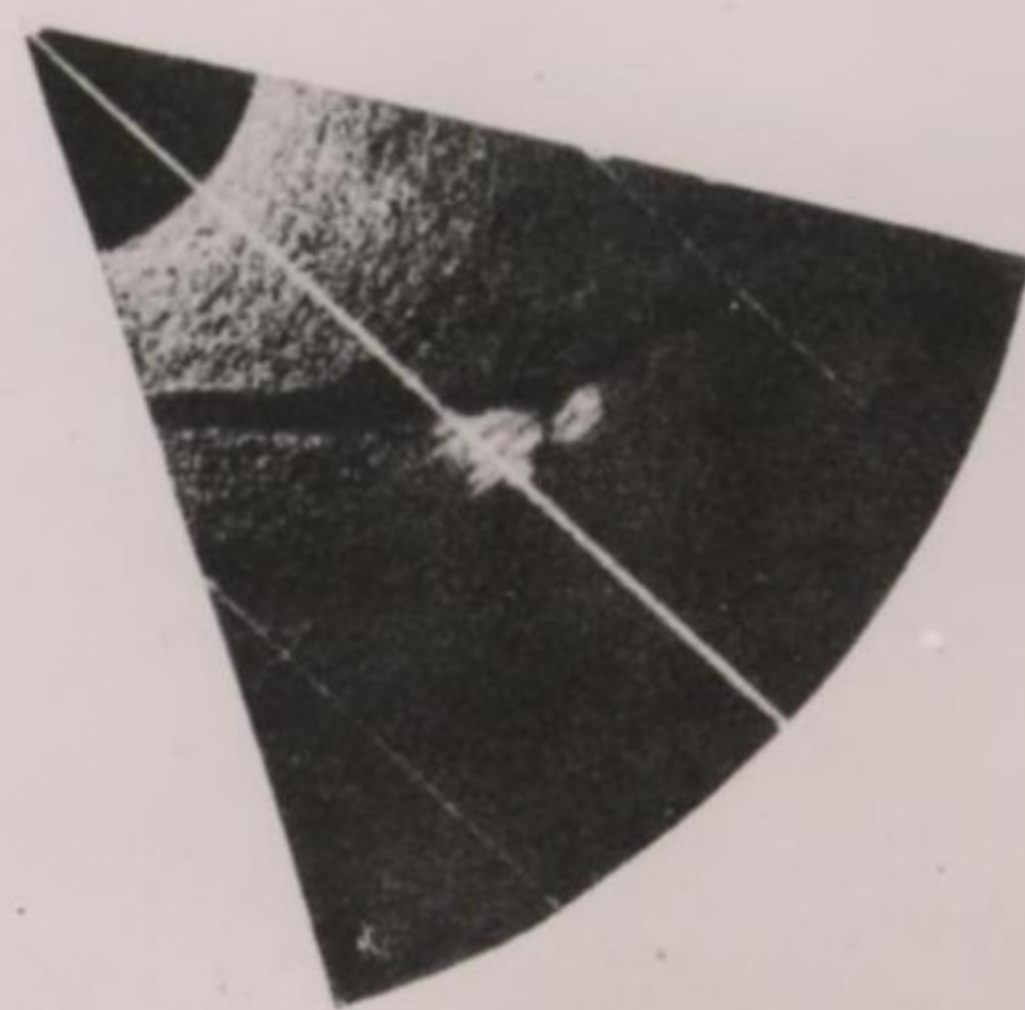
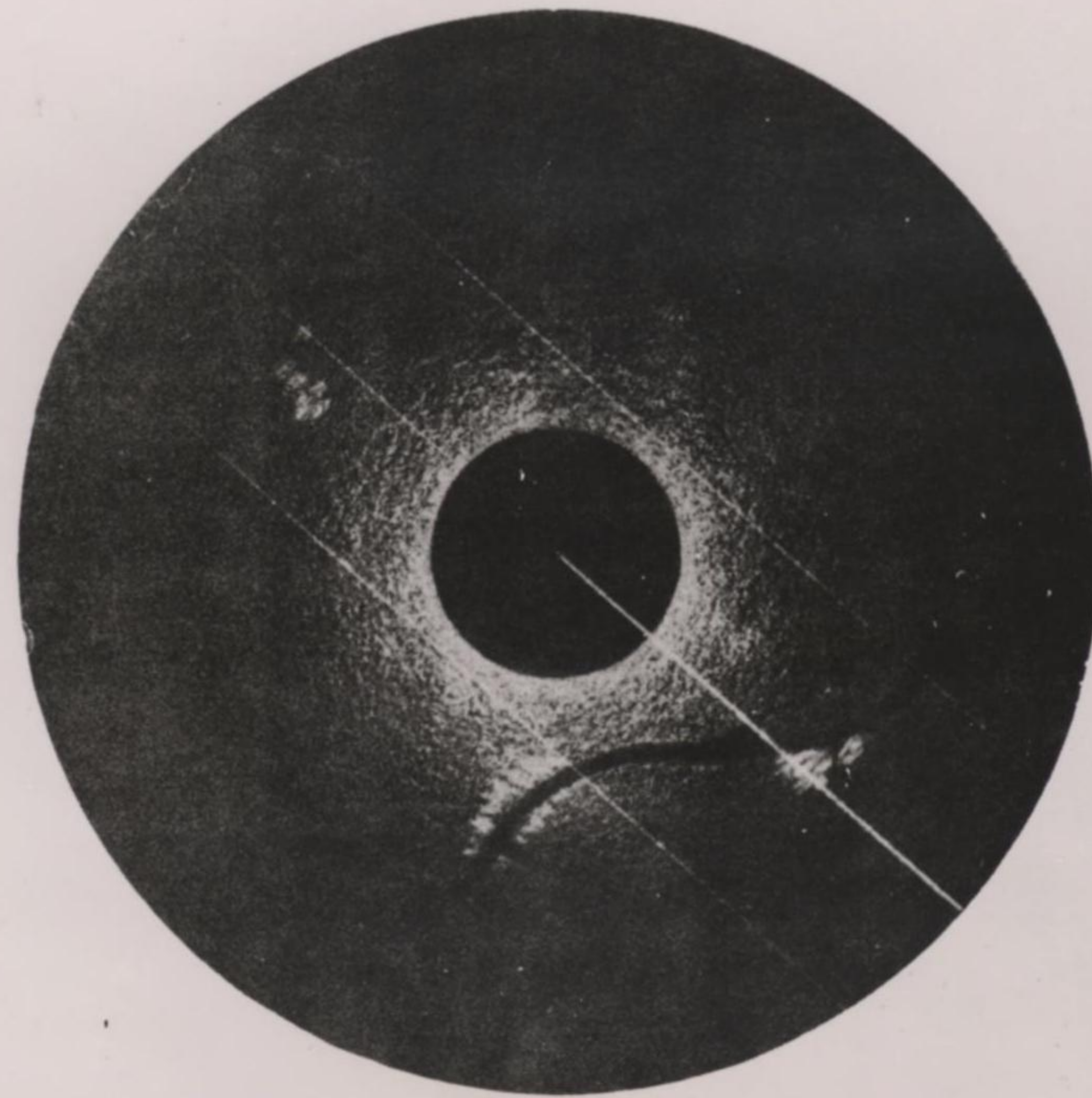
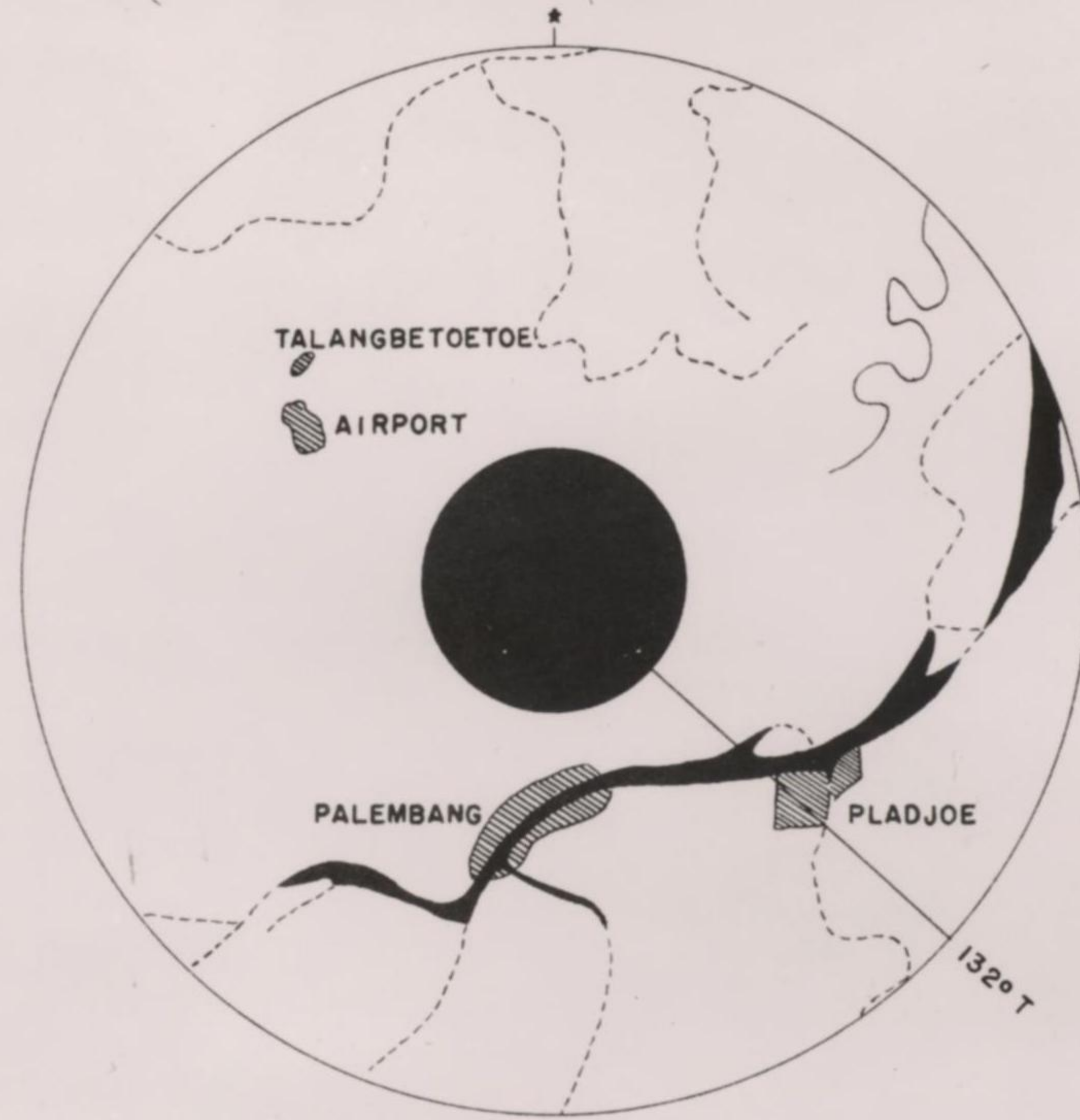
PROBABLE APPEARANCE AT POINT "B"

6 MILES FROM TARGET

ALTITUDE: 15,000'

SWEEP: 10 MILES

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



SECRET

12.07

PREPARED BY RADAR INTELLIGENCE COMMITTEE-XX BOMBER COMMAND

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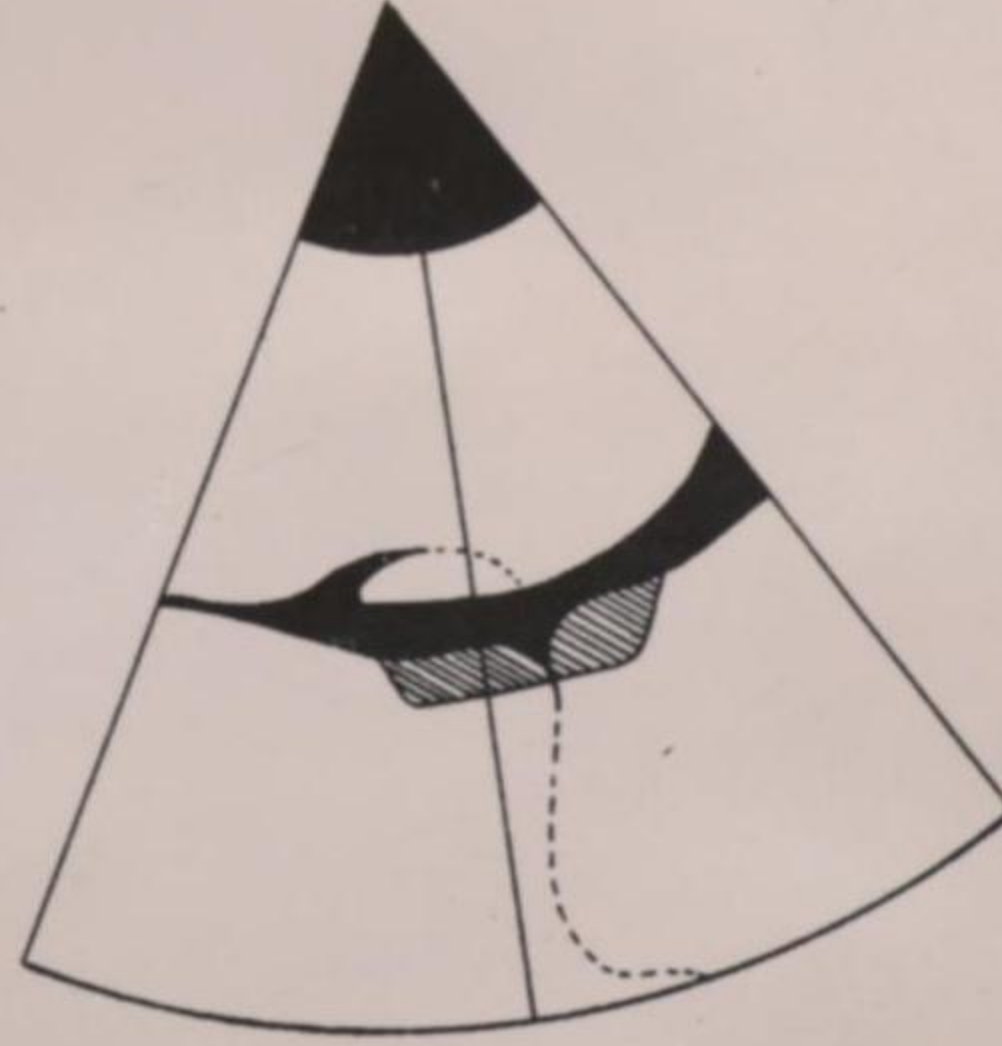
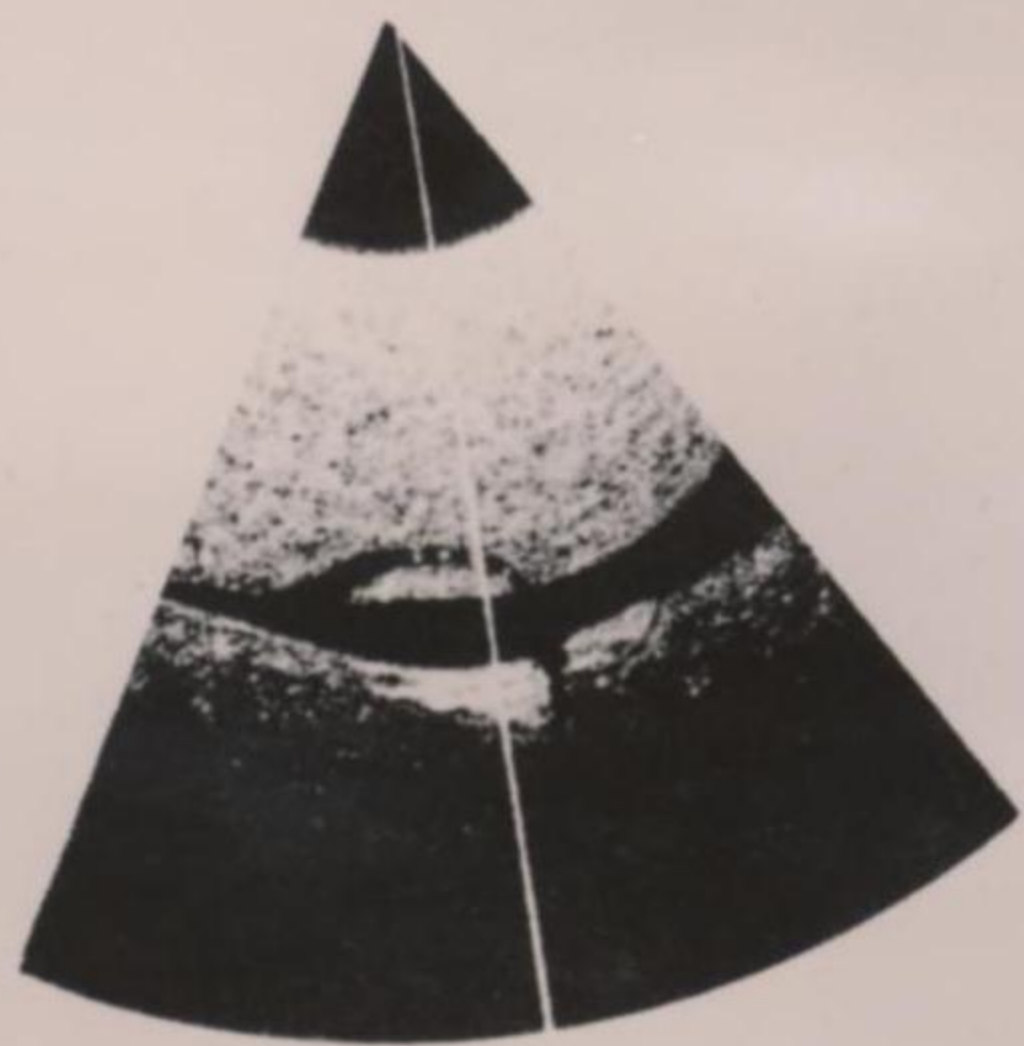
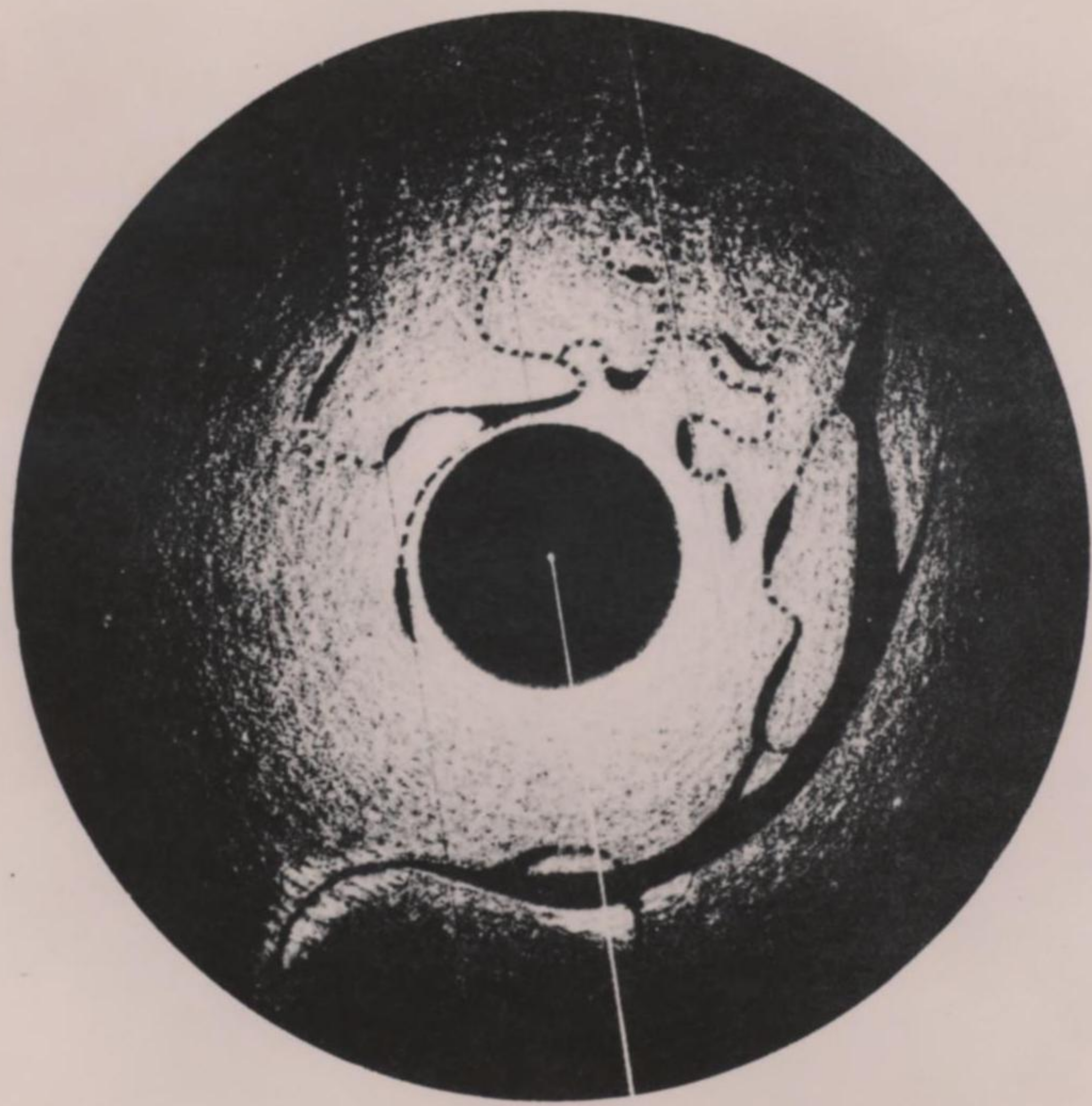
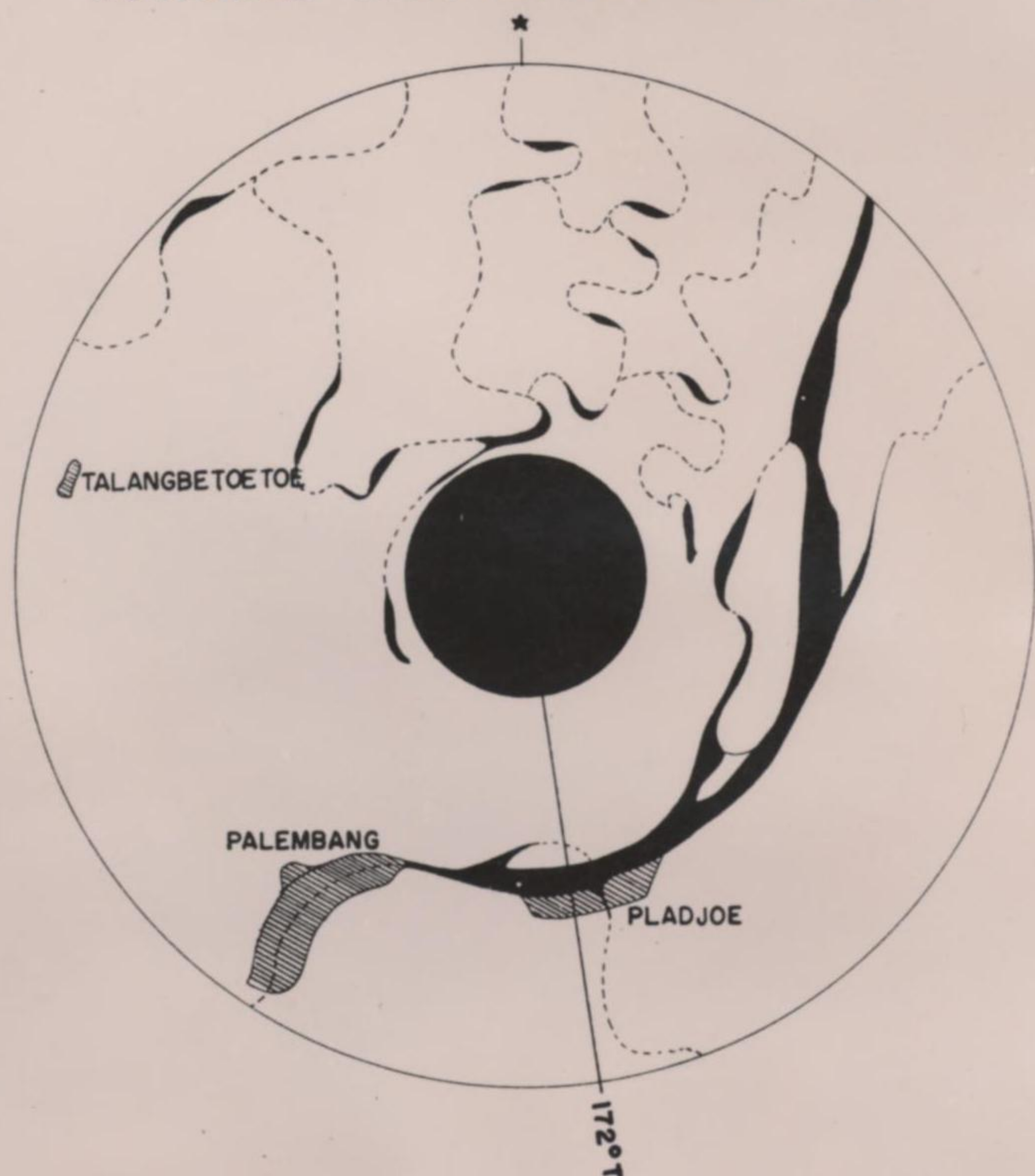
PROBABLE APPEARANCE AT POINT "B"

6 MILES FROM TARGET

ALTITUDE: 15,000

SWEEP: 10 MILES

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



12.12

SECRET

PREPARED BY RADAR INTELLIGENCE COMMITTEE - XX BOMBER COMMAND

DESIGNED BY GSA FMSR TSDO CO 148N1

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By NARA Date 10/4

SECRET

PROBABLE APPEARANCE AT POINT "B"

6 MILES FROM TARGET

ALTITUDE: 15,000

SWEEP: 10 MILES

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



12106

SECRET

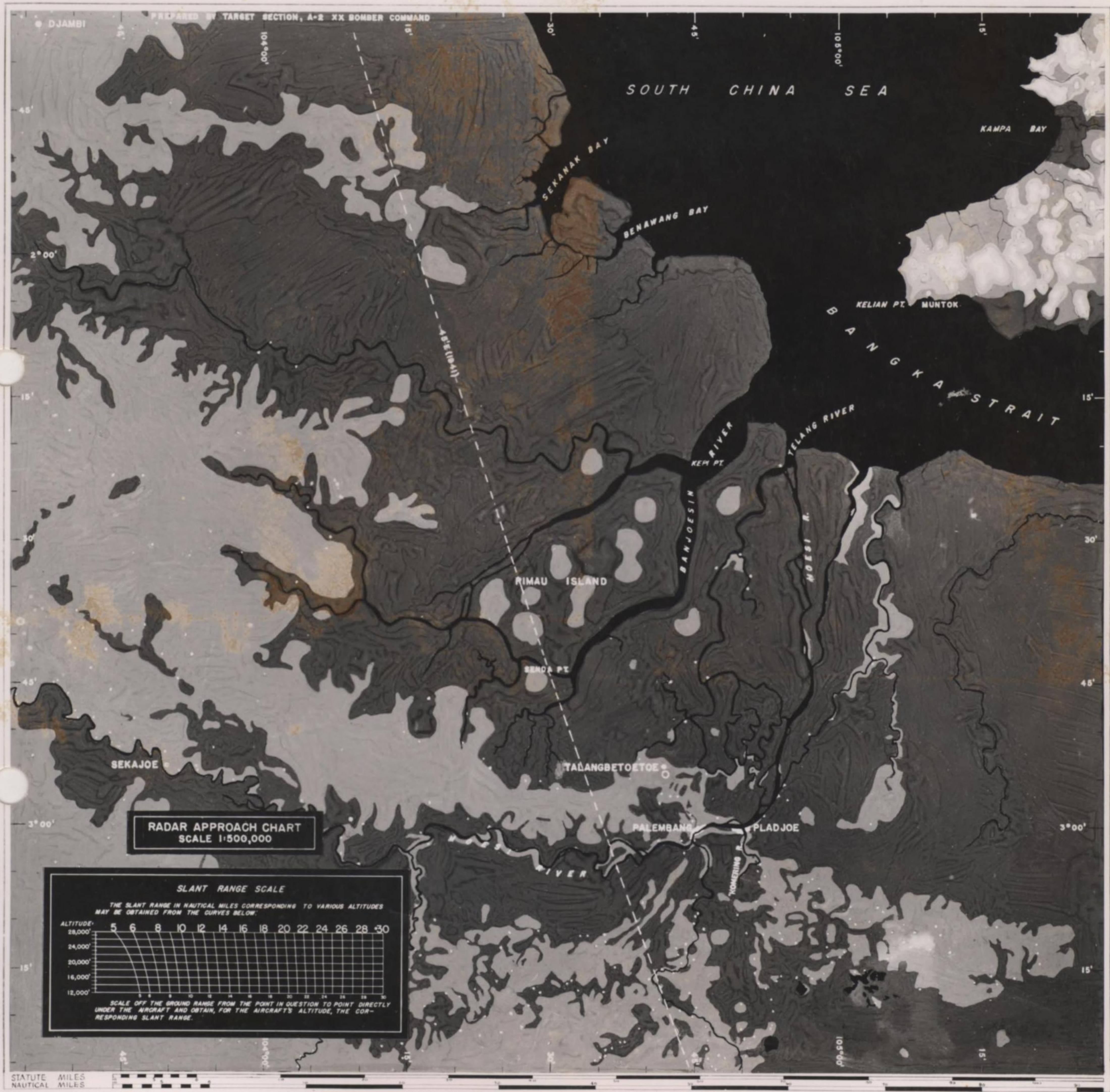
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REPRODUCED BY 958 ENDF TOPO. CO (AVR)

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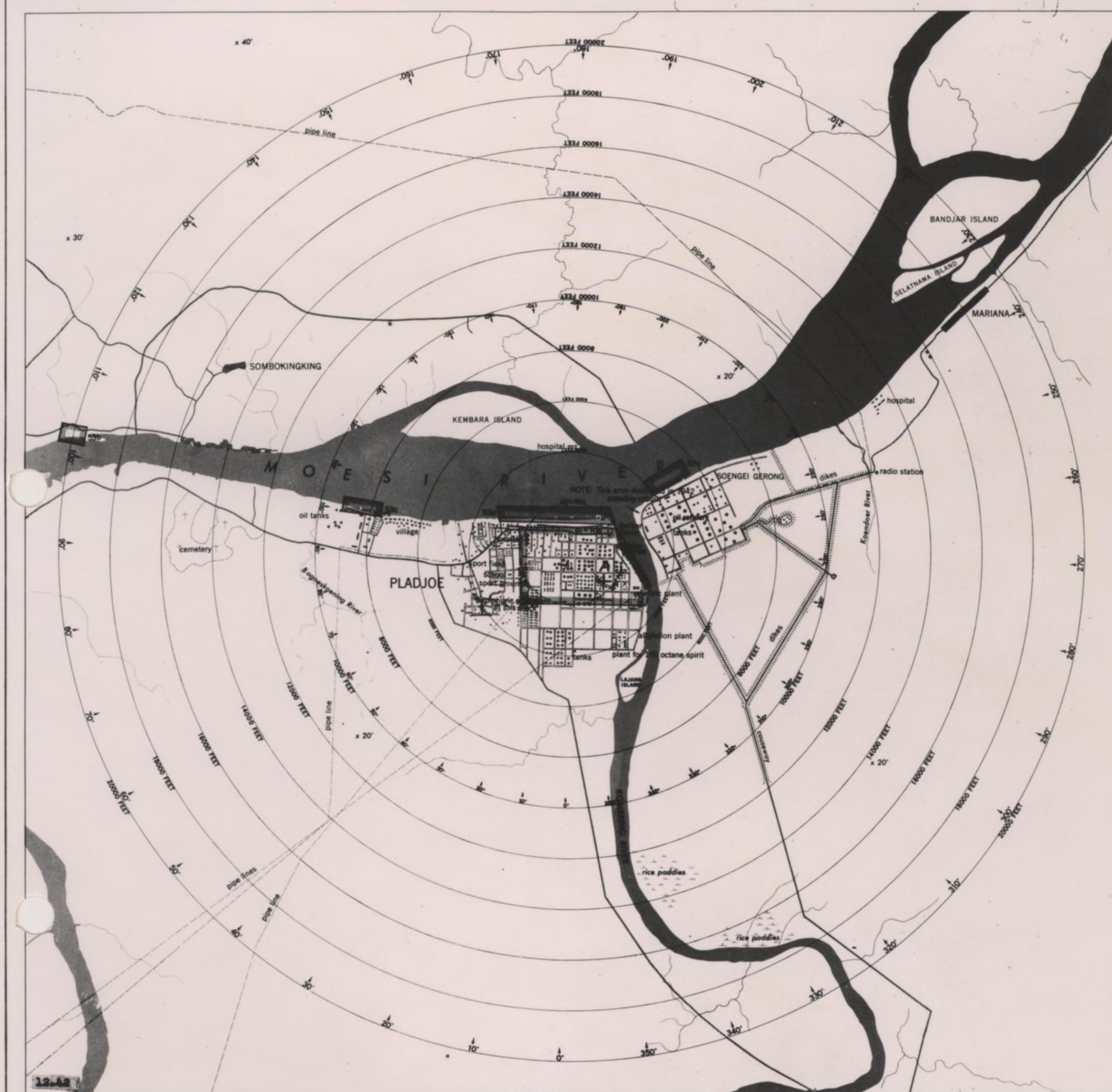
By NARA Date 10/4



SOUTH SUMATRA AREA

AAF TARGET CHART NETHERLANDS EAST INDIES NO. 61

U. S. RESTRICTED
Equals British RESTRICTED



TARGET NUMBER	TARGET DESIGNATION	TARGET ELEVATION
61	Palangbawang Refinery	20'
53b	Palangbawang Harbor-Government Wharf and Warehouses	20'
53c	Palangbawang Harbor-Small Oil Tanker Dock	20'
53d	Palangbawang Harbor-Large Oil Tanker Dock	20'
53e	Palangbawang Harbor-Large Oil Tanker Dock Standard Oil	20'

THIS CHART IS PREPARED FOR USE IN DAYLIGHT, UNDER WHITE, ULTRA-VIOLET, RED, AND AMBER LIGHT.

COMPASS ROSE INDICATES MAGNETIC BEARING TOWARD THE TARGET.

LEGEND

- Primary Highways
- Secondary Highways
- Single Track Railroad
- Double Track Railroad
- Electric Railroad
- Power Lines

Elevations in Feet
 20' Center Target Elevation
 40' Highest Known Elevation
 Scale 1:125,000

OFFICE OF THE ASSISTANT CHIEF OF AIR STAFF, INTELLIGENCE WASHINGTON, D. C.

FEBRUARY 1944
SECOND EDITION

For use by War and Navy Department Agencies only Not for sale or distribution

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COMPILED FOR THE U. S. ARMY AIR FORCES BY THE U. S. COAST AND GEODETIC SURVEY, WASHINGTON, D. C.

AAF TC NETHERLANDS
EAST INDIES NO. 94.2-61

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By NARA Date 10/4

SECRET

PROBABLE APPEARANCE AT POINT "X"

16 MILES FROM TARGET

ALTITUDE: 15,000

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 15,000' GREATEST UNCERTAINTY OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

12.11

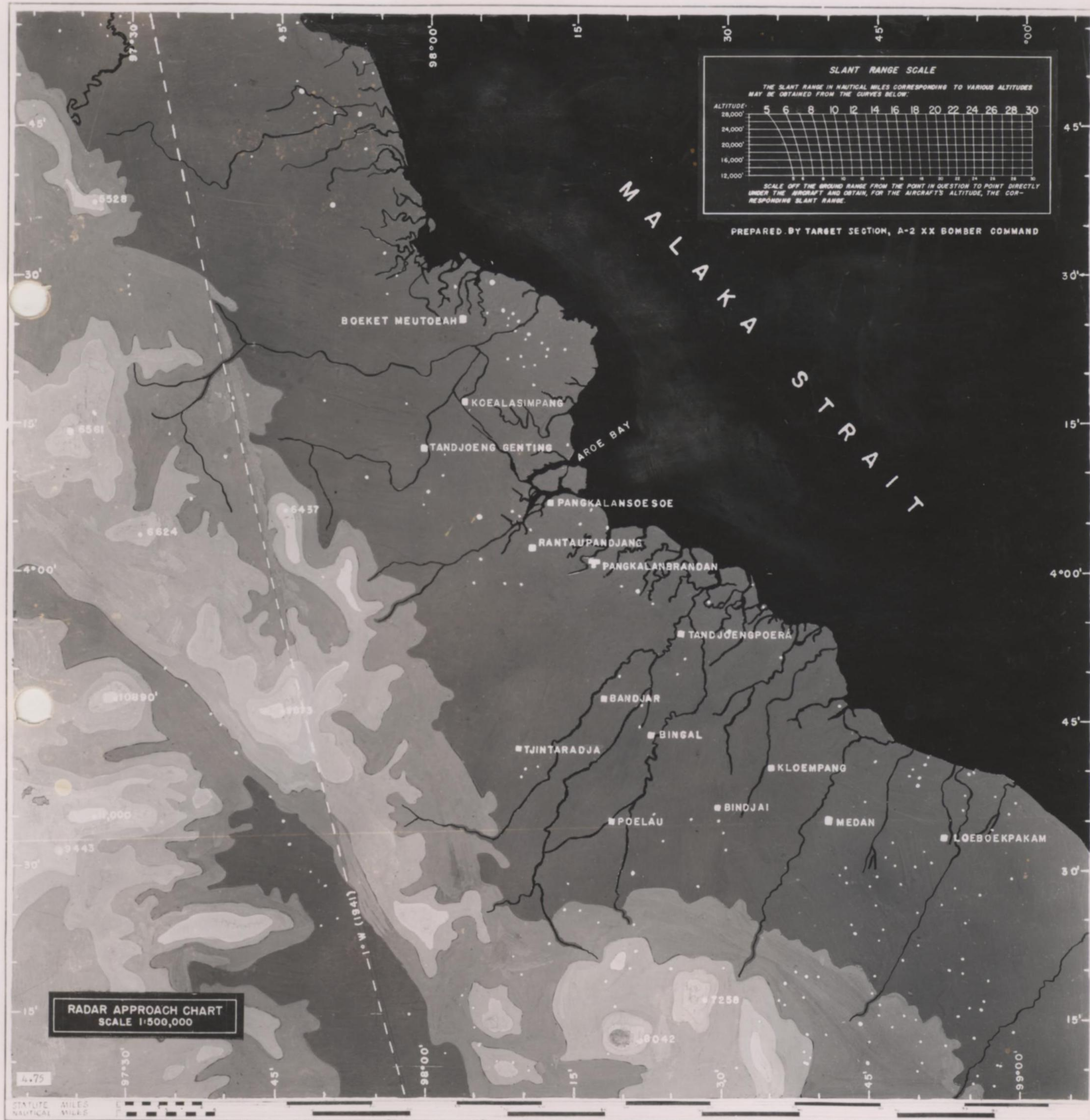
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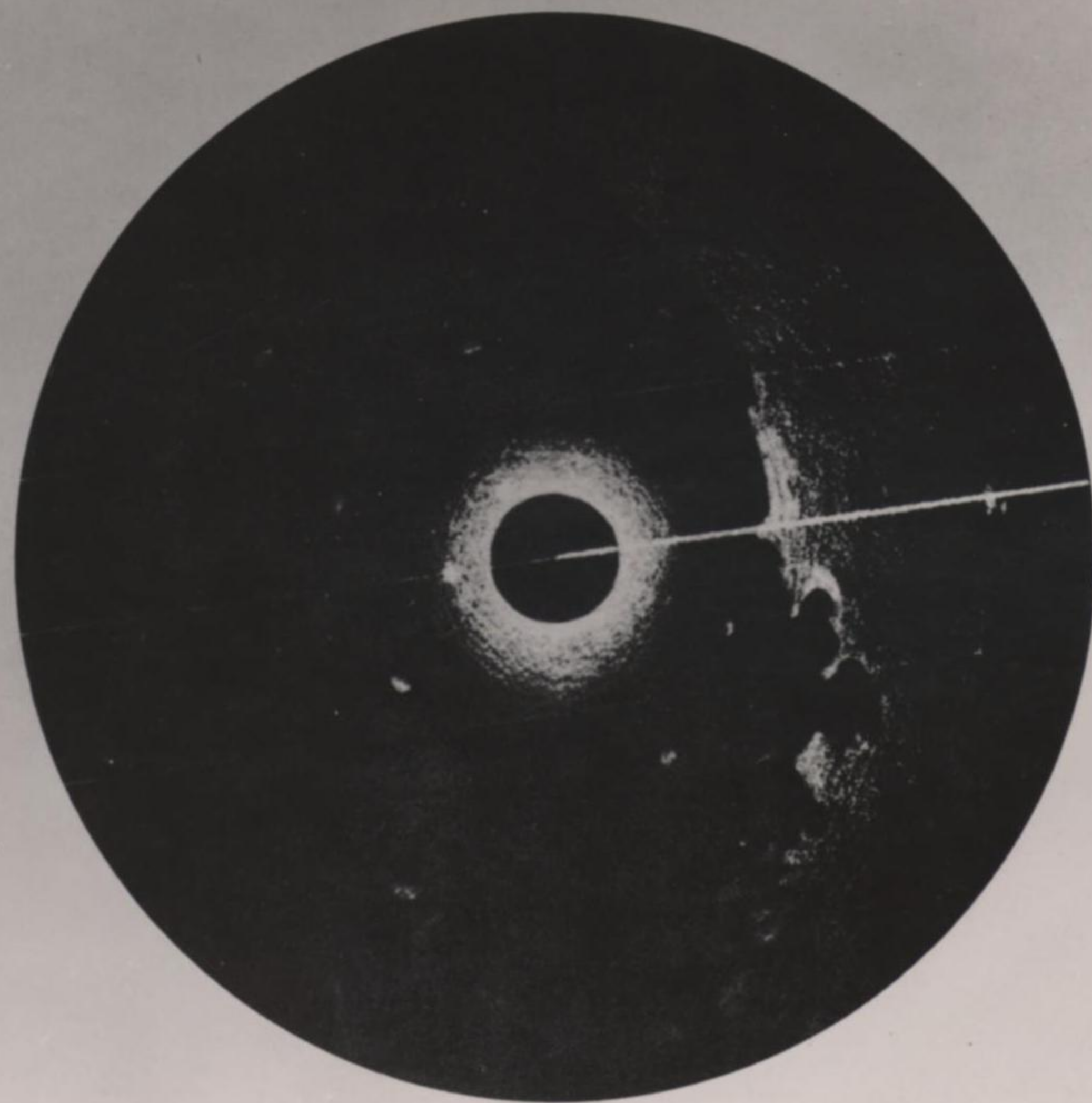
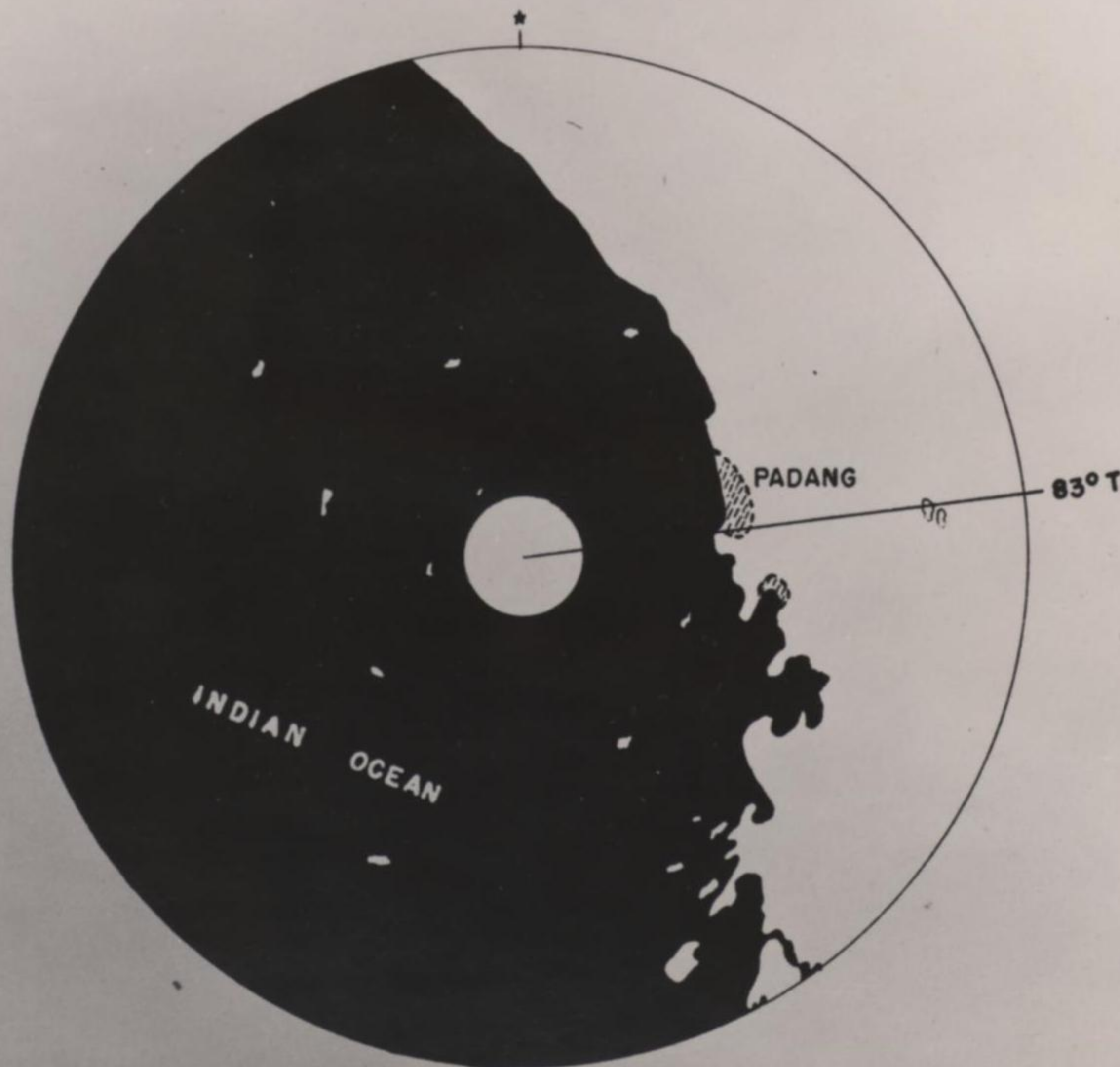
PROBABLE APPEARANCE AT POINT "Y"

16 MILES FROM TARGET

ALTITUDE: 15,000

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 15,000' GREATEST UNCER- OF DISTORTIONS WILL OCCUR NEAR CENTER OF SCOPE PICTURE.

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NOT TO BE CARRIED INTO THE AIR ON
COMBAT MISSION

TOP SECRET
AUTH: CG, XX, BC
Initials
Date 1 Aug. 44

ANNEX NO. 5 TO F.O. NO. 5

SIGNAL ORDERS

HQ, XX BOMBER COMMAND
APO 493, NEW YORK, NY
1 AUGUST 1944

1. A. (1) Information on enemy radio facilities will be transmitted to Group Communications Officer, if available.
- (2) The monitoring of our point to point channels and fixing of our aircraft by D/F are valuable sources of information to the enemy, therefore, strict radio discipline will be maintained.
- B. Navigational aid facilities at all airfields in India and Ceylon are outlined in ATC radio facilities chart.
2. Signal Communications at the Boomerang Headquarters, China Bay, will be operated in accordance with current Signal Operation Instructions and XX Bomber Command Memoranda, except as specified in Paragraph 3 below.
3. X. (1) Only one (1) PX will be sent by each Group, after the last aircraft has departed from the rear area for China Bay. This message will be classified "Secret" and enciphered using Sigaba and will include the last three numbers of the serial number of each aircraft dispatched and the time the first and last aircraft took off. This message will be sent "Operational Priority" to China Bay, information Hijli. All aborting a/c and those replacing the "aborts" will be PX'ed individually, but the PX will be enciphered as above.
- (2) During the movement to China Bay, strict radio silence will be maintained by all aircraft from prior to take off from India bases until after landing at China Bay, except in extreme emergencies.
- (3) During the strike mission, strict radio silence will be maintained by all aircraft from prior to take off until landing, except:
 - (a) On the air to air Command Net over the target area.

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By Authority of

C. G. AAF, by

W. H. Baker
Capt. A. C.

- 1 -
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By NARA Date 10/4

~~TOP SECRET~~

- (b) When within two hundred fifty (250) miles of China Bay, to obtain navigational aid or clearance into the local area, except those aircraft aborting.
 - (c) When in distress. If distress is not imminent, message will be encoded in REKOH and will include serial number and position of the aircraft, plus any pertinent details. If distress is imminent, message may be transmitted in the clear. Such clear text transmissions made over enemy occupied territory will not include position of the aircraft.
 - (d) For "cloud base altitude" message sent by the flare aircraft (See (5) below).
 - (e) For pre-arranged "bombs away" messages.
 - (f) For "flash" mission report message.
- (4) The primary XX Bomber Command air to air command frequency will be used by all aircraft.
- (5) The flare aircraft will send a "Fox" type message as soon as the target area is reached. The text of this message will be "R" repeated in three (3) groups of five (5) letters each if visual bombing cannot be accomplished at eight thousand (8000) feet or above; if visual bombing can be accomplished (at 8000' or above) the message will consist of "V" repeated in three (3) groups of five (5) letters each, followed by the Cloud Base altitude (in thousands of feet) sent three times. Thus a visual bombing message would probably be sent as: BT VVVVV VVVVV VVVVV 10 10 10 BT. If ceiling is unlimited, "UNL" will replace the numeral groups.
- (6) All aircraft, except those conducting mining operations, will report "bombs away" by sending one of the following messages, as applicable, within ten (10) minutes after "bombs away":
- (a) If the primary target is bombed, the text of the message will consist of the letter "P" repeated in three groups of five (5)

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Ray G. Baker
Ray G. Baker, Capt. A. C.

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letters each; if the secondary target is bombed, the code groups will consist of the letter "S"; if the tertiary target is bombed, the code groups will consist of the letter "T". The date time group of the message will indicate time of bombs away.

- (b) Aircraft conducting mining operations will send "bombs away" messages as outlined above, after passing the West Coast of Sumatra on the homeward journey.
 - (c) Normal "Fox" type broadcast, with aircraft call sign repeated at end of message, will be used for these transmissions.
- (7) Each Group will designate two (2) aircraft to send a "flash" mission report when inbound. This report may be sent at any time after "bombs away" and will include whether bombing was done by radar or visual means, observed results, if any, and any other pertinent details. This report will be encoded in "REKOH" Code.
- (8) The local Aircraft Control Center will be utilized as follows:
- (a) Transmissions to the Aircraft Control Center involving requests for navigational aid and requests for clearances will be made using A-3 (voice) emission. A-1 (CW) emission will be used only in the event that voice contact cannot be made. Aircraft serial number type call signs will be used for voice transmissions.
 - (b) Each aircraft will call Aircraft Control Center when two hundred fifty (250) miles out to request clearance to proceed to base except those aircraft aborting.
 - (c) Aircraft Control Center (8K8) will guard and transmit on following frequencies:
 - (1) 12115 kcs (A-1)
 - (2) 8375 kcs (A-1)
 - (3) 5620 kcs (A-1)
 - (4) 5945 kcs (A-3)

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C. G. AAF, by

Ray Baker
Capt. A. C.

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- (9) Additional Navigational Aid along the route to and from the target will be provided by a warship and submarine at positions to be determined and announced at final briefing. Each of these vessels will utilize IFF Mark III equipment on code position five (5) as a radar beacon.
- (10) Distress and air-sea rescue procedure.
- (a) If in distress, direct W/T communication with warships and submarines of the Royal Navy and the air-sea rescue forces of the RAF can be accomplished on 6666 kcs.
- (b) The warships and submarines are capable of taking D/F bearings on 500 kcs. Request for bearings will be made, using normal procedure, on 6666 kcs. Upon advice from warship or submarine, transmitters will be shifted to 500 kcs, and dashes sent so bearing can be taken. After bearing has been taken, it will be transmitted to the aircraft on 6666 kcs.
- (c) Warship mentioned in Par (8) above also maintains R/T watch on 2410 kcs, and two way voice communication can be established on this frequency. Warship call will be "HATCH" when using A-3 emission.
- (d) Aircraft using 6666 kcs will address all calls to "EDM" when calling ships of the Royal Navy. Individual aircraft call signs will be assigned at China Bay prior to the start of the mission.
- (11) REKOH code (CD0251) will be carried in all aircraft.
- (12) Pertinent extracts of SP 02442 and SP 02443 will be carried in all aircraft.
4. Signal Supply will be a routine matter.
5. Index 1-9 to Signal Operation Instructions and pertinent Bomber Command 100 Series memoranda will be in effect.
- By Command of Brigadier General SAUNDERS:

JOHN E. UPSTON
Brigadier General, U.S.A.
Assistant Chief of Staff, A-3

OFFICIAL:

ROY H. LYNN
ROY H. LYNN
Colonel, AC
Communications Officer

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By Authority of
C. G. AAR. 43
Ray Baker
Capt. A. C.

S E C R E T

ANNEX NO. 6 TO FIELD ORDER NO. 5, HQ., XX BOMBER COMMAND

MINING INSTRUCTIONS

1. Mines will be laid in channel of MOESI RIVER in positions indicated on attached BANJA STRAIT Admiralty Chart No. 3471. The positions of the mines have been chosen after careful study of the ship channels to determine the most effective placement. In most instances the positions are in those portions of the river where the channel is in the middle of the river. This will facilitate accurate planting as aircraft can aim for the center of the river.

2. Attached is a table showing course and distances from easily identified landmarks (pin points) in the MOESI RIVER area.

3. The AN-Mark 26 Mod. 1 mine is handled and dropped much like a 1000 lb. bomb. It weighs 1060 lbs. and can be carried interchangeably with a regular G.P. 1000 lb. bomb. The mine has secured to its tail a small drogue parachute, which aids the ballistics of the mine and slows the rate of fall to a slight extent. The mine can be dropped from any height above 200 feet and at any speed up to 240 M.P.H. Dropping height may be limited, however, by the desire for accuracy. When dropped at indicated airspeed of 200 M.P.H. from an altitude of 1000 feet the forward travel of the mine will be approximately 1500 feet from the point of release. Drift of the mine can usually be neglected at low altitudes except in the case of very high cross winds. For information the drift formula is expressed as follows: $DRIIFT (in feet) = wh/100.$

w Velocity of Crosswind (knots)

h Planting Altitude (feet)

Spacing between mines must be at least 400 feet to prevent countermining.

4. Safety features of the mine minimize any possible danger in its handling. Mines cannot become armed until two safety wires have been withdrawn, the mine has been submerged in 12-15 feet of water and a time interval of at least 45 minutes has elapsed.

5. If it is necessary to jettison mines at any time every effort will be made to drop mines safe and in depth of water of at least 500 feet. In every instance the exact location of the jettisoned mines will be plotted.

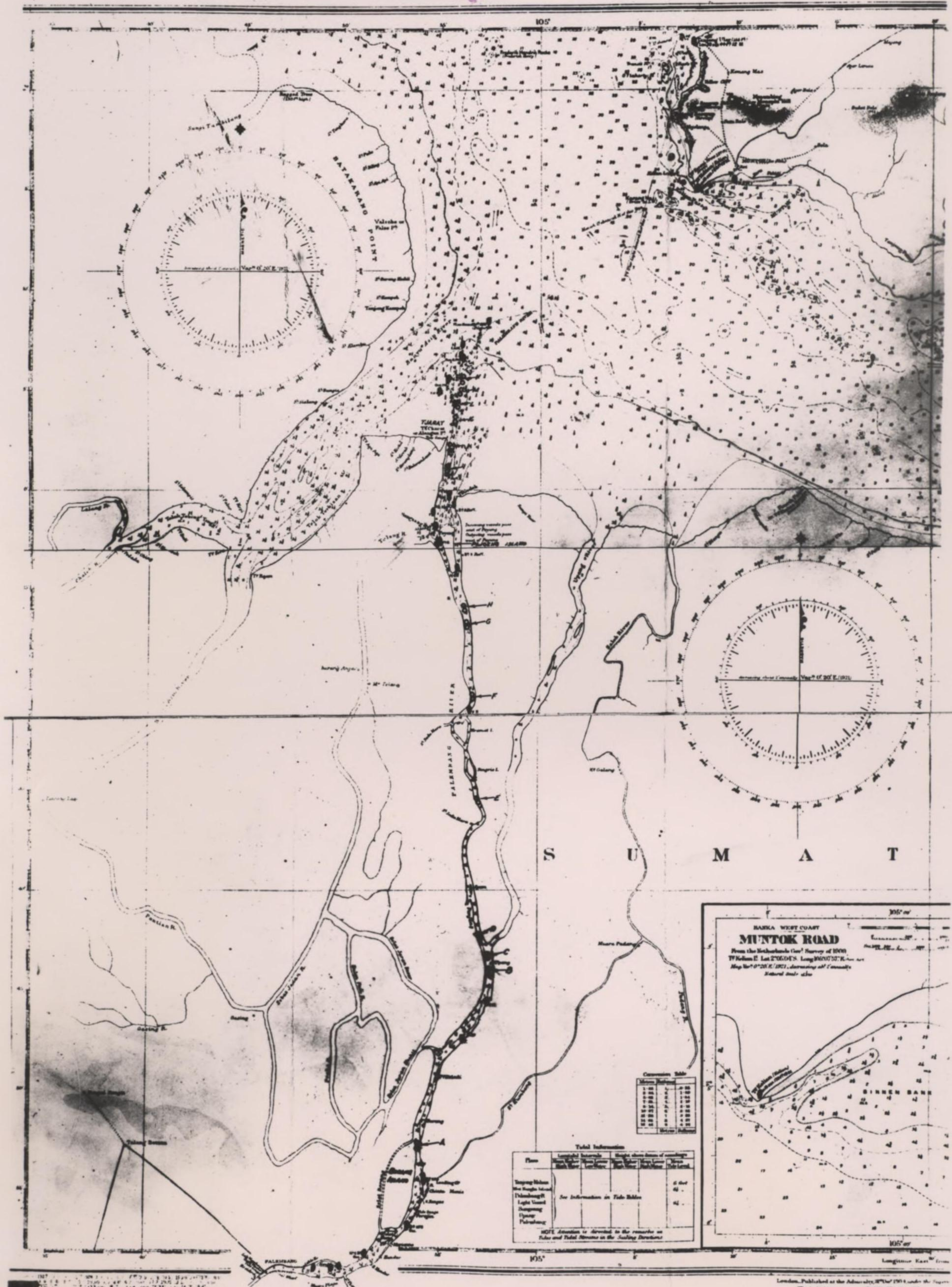
6. A Naval officer familiar with the operational characteristics of mines and their employment will be available to assist in briefing and preparation of necessary reports. Technical personnel will be made available for servicing, testing and preparing mines for loading in aircraft for this mission.

S E C R E T

PLAN FOR MINE LAYING

A/C	Pin Point	Course	IAS	Distance fr FP to rel	Time fr FP to rel	Alt	Release Interval
A	Tip Borang Island	Follow River South	200	Abreast	0 sec	1000 ft	4 sec
B	Fork in River near Cepang	"	200	1 $\frac{1}{2}$ mi.	27 sec	1000 ft	4 sec
C	Fork in River near Cepang	"	200	$\frac{1}{2}$ mi.	9 sec	1000 ft	4 sec
D	S. tip Ayan Is.	"	200	1 mi	18 sec	1000 ft	4 sec
E	S. tip Singris Island	"	200	$\frac{1}{2}$ mi.	9 sec	1000 ft	4 sec
F	S. tip Pajoeng Island	"	200	6 mi.	104 sec	1000 ft	4 sec
G	S. tip Pajoeng Island	"	200	2 $\frac{1}{2}$ mi.	45 sec	1000 ft	4 sec
H	S. tip Pajoeng Island N.W. Tangent	"	200	1 $\frac{1}{2}$ mi.	27 sec	1000 ft	4 sec
I	N.W. Tangent Pajoeng Island	007°	200	2 $\frac{1}{2}$ mi.	45 sec	1000 ft	4 sec
J	N.W. Tangent Pajoeng Island	007°	200	3 $\frac{1}{2}$ mi.	63 sec	1000 ft	4 sec
K	Tjarat Point	022°	200	1 mi.	18 sec	1000 ft	4 sec
L	Tjarat Point	017°	200	1 $\frac{1}{2}$ mi.	27 sec	1000 ft	4 sec
M	Tjarat Point	014°	200	2 $\frac{1}{2}$ mi.	45 sec	1000 ft	4 sec
N	Tjarat Point	014°	200	3 $\frac{1}{2}$ mi	63 sec	1000 ft	4 sec

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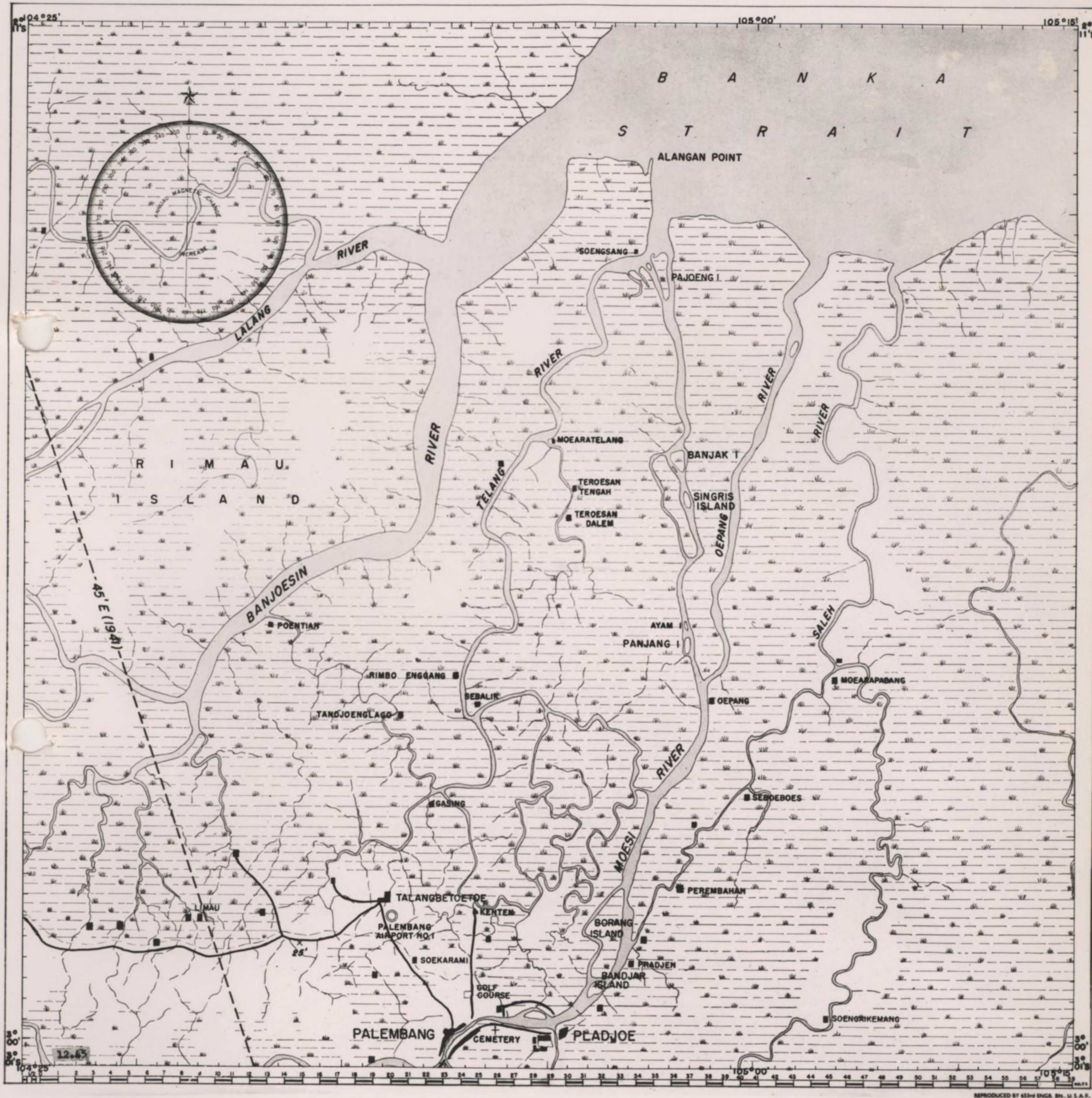
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 CDR, USN, by *Lay Baker*
 Lt. Comdr., Capt. A. C.

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TARGET SECTION, A-2
XX BOMBER COMMAND

PLADJOE AREA

CHART NO. 25
RESTRICTED

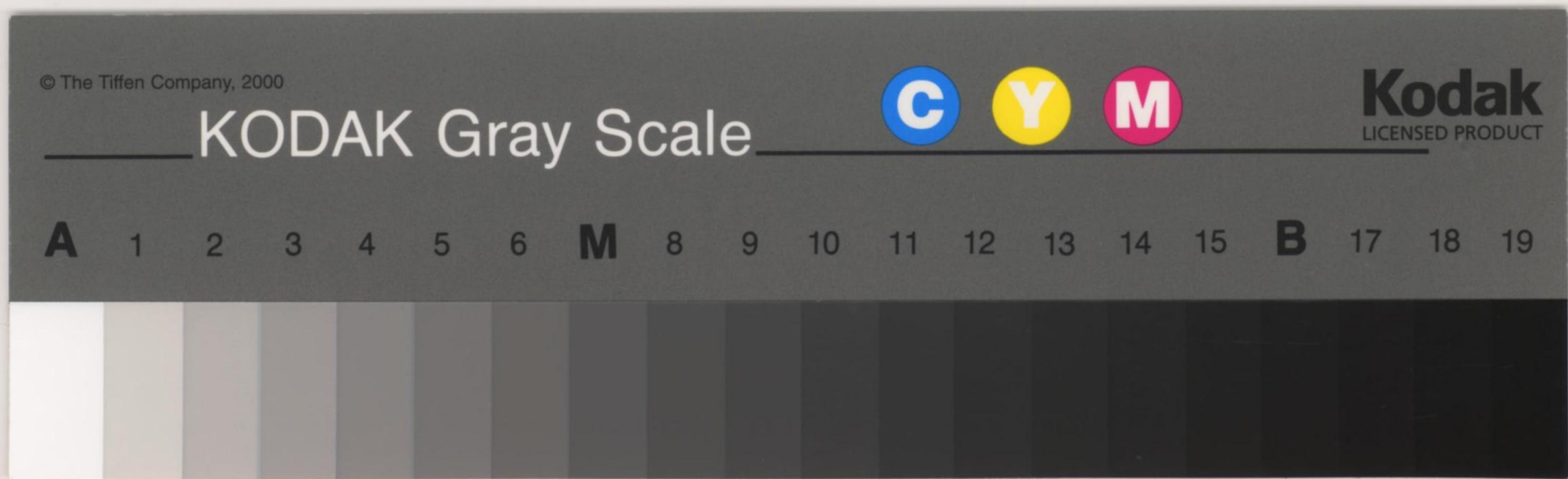
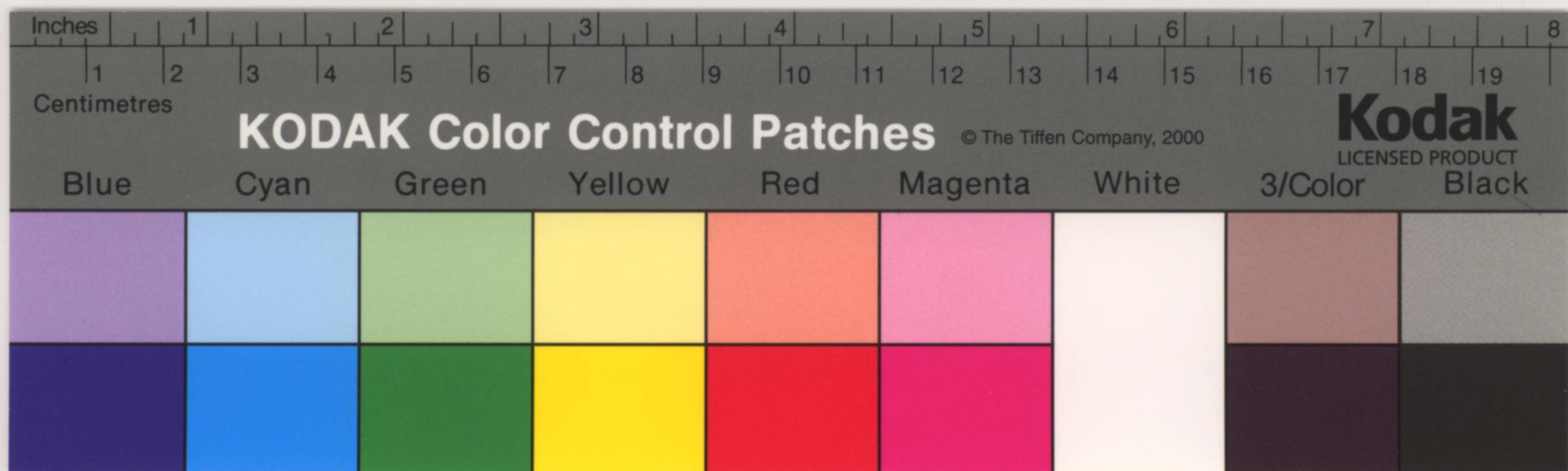


SEP 29 1944



HEADQUARTERS
TWENTIETH AIR FORCE
ADJUTANT GENERAL

5316



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