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BURMA

BURMA NORTH No.82.1

ISSUED JANUARY 15, 1943



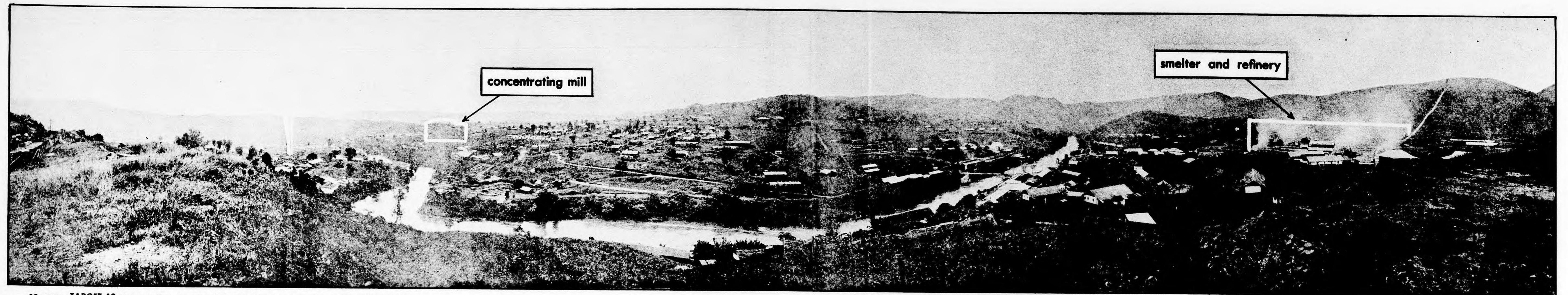
AIR OBJECTIVE FOLDER

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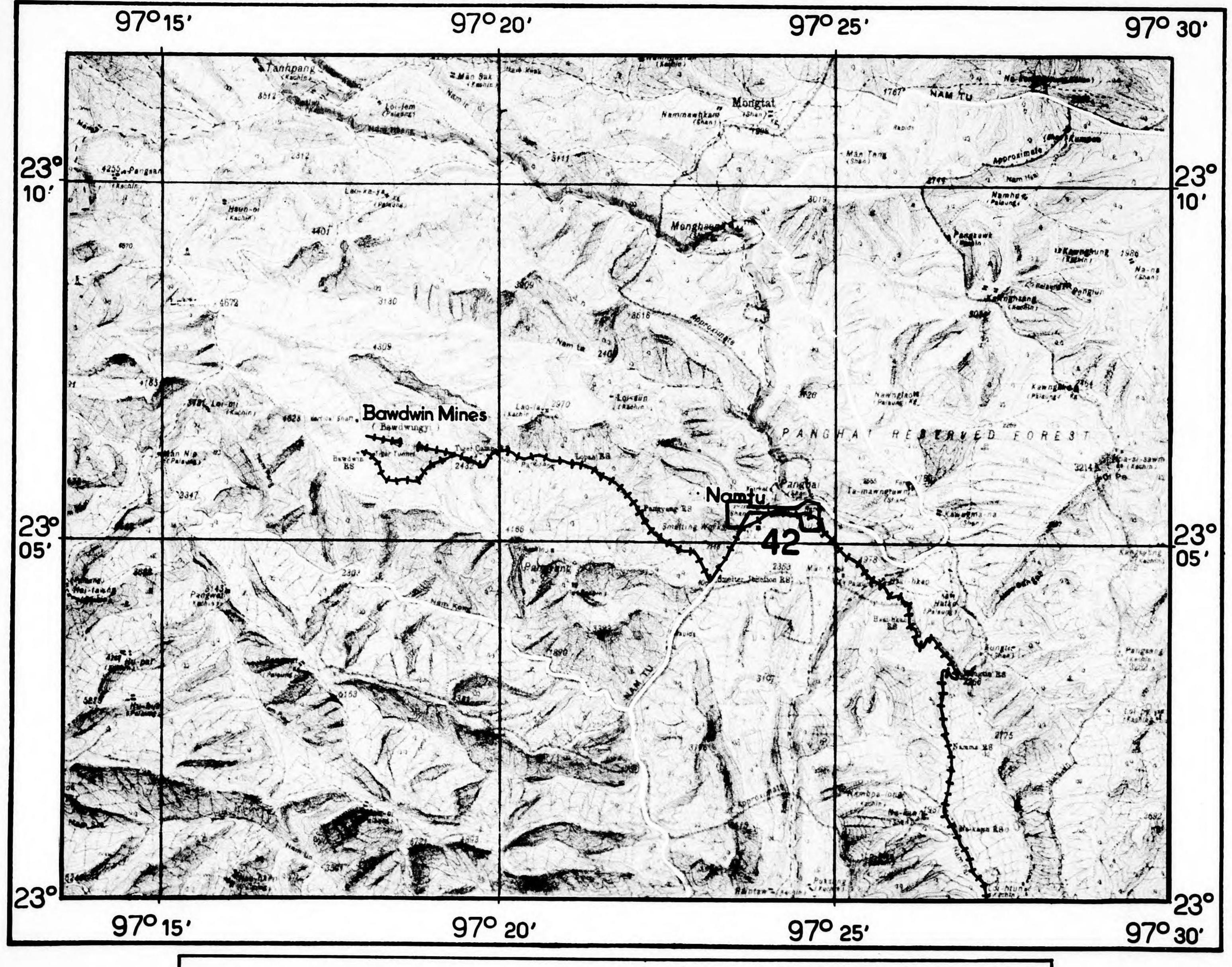
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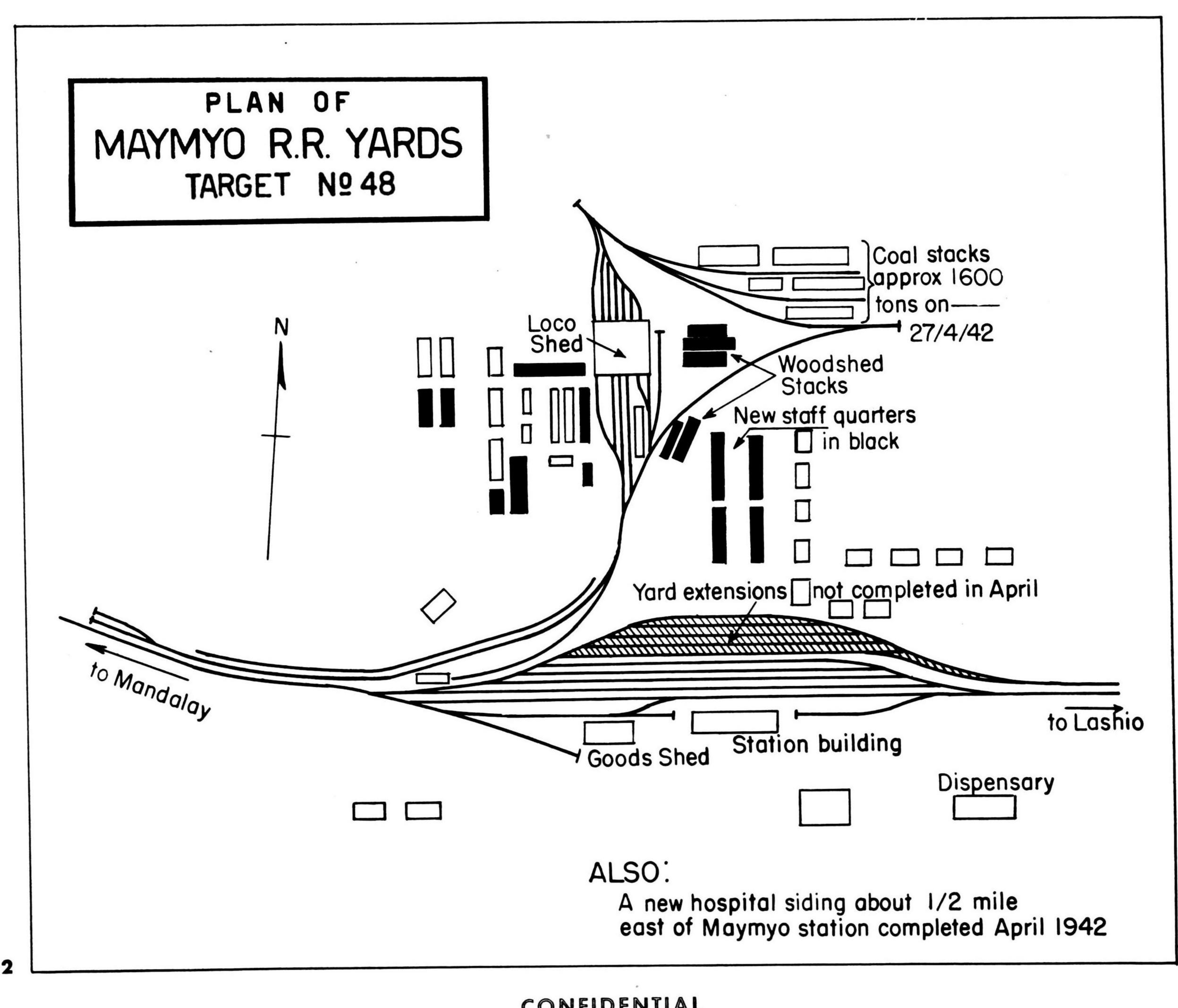
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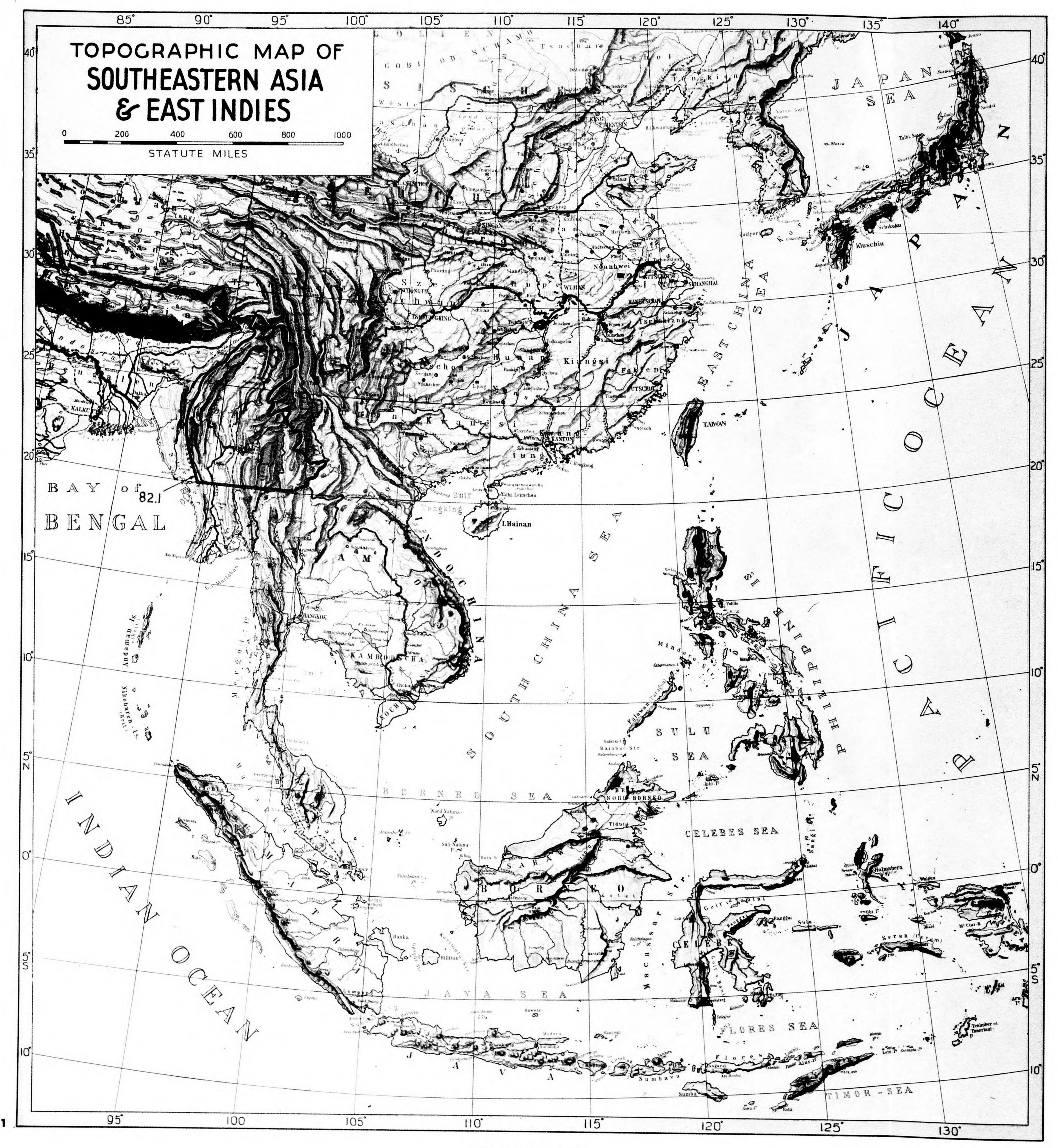


Namtu TARGET 42 Burma Corporation Works. Panoramic view from SE to SW.



NAMTU DISTRICT





AIR OBJECTIVE FOLDER No. 82.1 BURMA BURMA NORTH AREA

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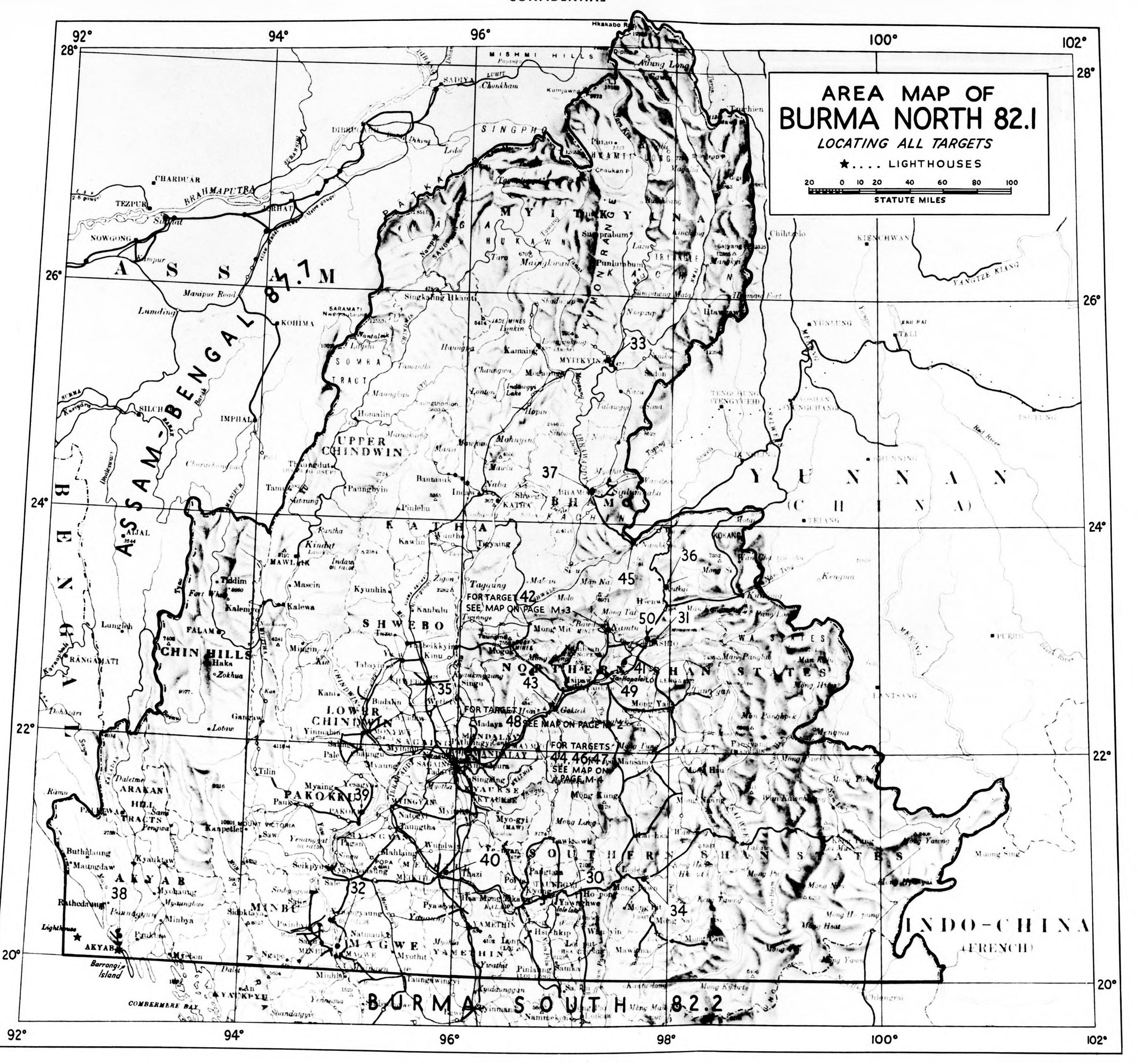
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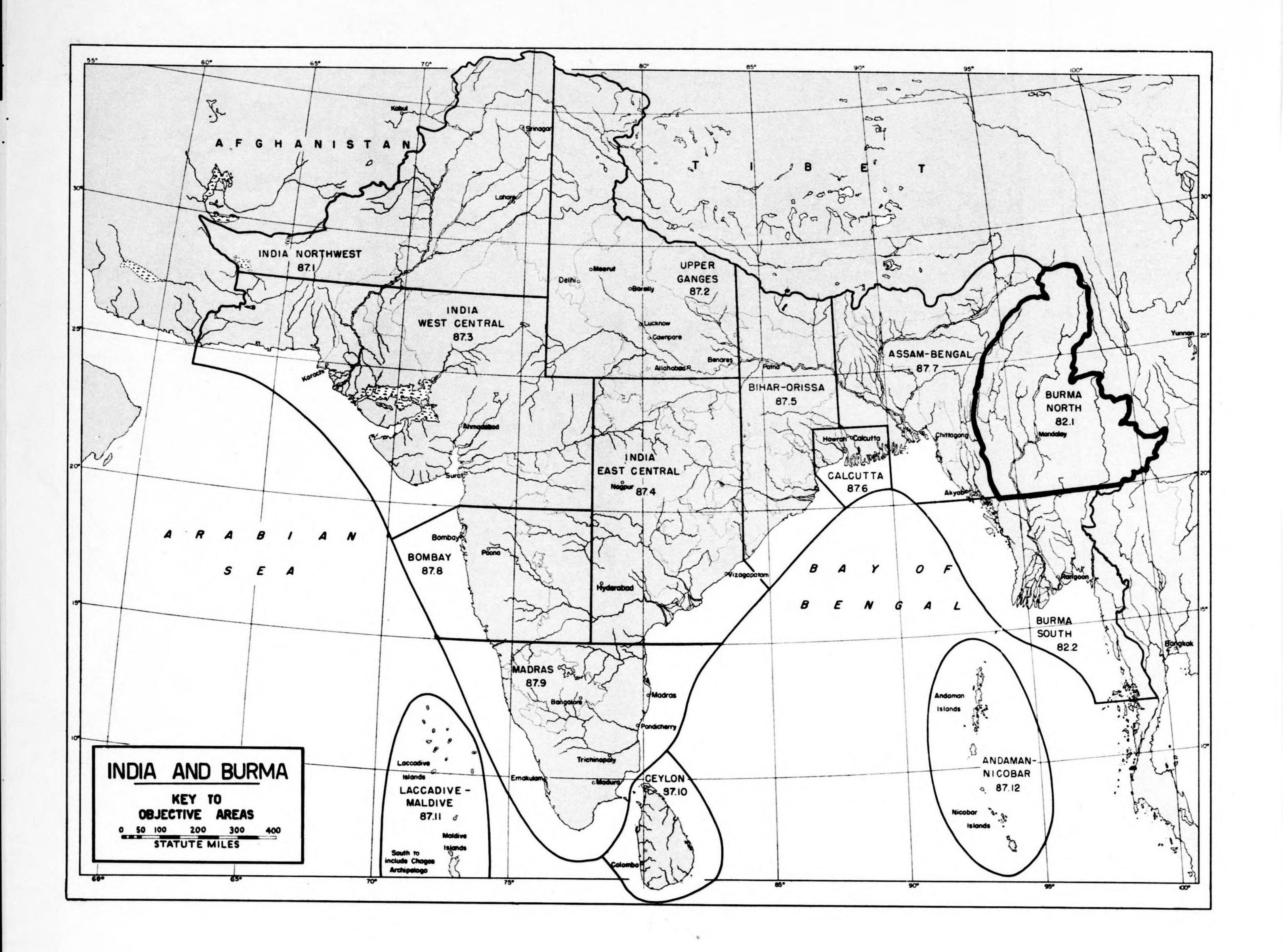
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EXPLANATION OF FOLDER

This folder is primarily for the use of group and squadron commanders and intelligence officers in the planning of operations and the briefing of crews. Neither the folder nor any part of it may be taken into the air on offensive missions.

Targets and objective areas are numbered from one to infinity within each country. These numbers are combined into a code showing the country, objective area, and target. For example, 82.1-30 indicates Burma (82), Burma North Objective Area (1), and TARGET 30, Burma series.

Supplementing the objective folder, target charts are provided separately for the use of air crews. Each chart is centered on a target; it spots other targets lying within a four-mile radius; and it identifies landmarks within a twenty-mile radius. The charts are numbered according to the targets on which they are centered.

SUMMARY AND EVALUATION OF BURMA NORTH AREA 82.1

NOTE: This folder is the result of an effort to obtain the best information thus far available in the U. S. A. Every effort should be made in the field to verify the data by photo reconnaissance.

DESCRIPTION: The Burma North objective area contains the greater part of the land region of Burma and extends from 20° to 28° N latitude, and from 92° to 101° E longitude in its greatest width. The area consists in the main of the upper Irrawaddy Valley and the semi-mountainous tracts which surround northern Burma on all borders. Rainfall is a factor of utmost importance in the economic life of the country; it varies in amount considerably from one region to another. In the mountains along the upper regions of the Irrawaddy River and in the hills along the Chinese border the rainfall averages 200 inches per year. There is, however, a dry zone which borders the Irrawaddy River as far north as Mandalay, in which the rainfall is about 30 inches per year. In this dry zone the agricultural crops include cotton, grains and forage crops, whereas the hill country grows upland rice. In all districts the rainy season extends from May through October.

The Irrawaddy River and its tributaries constitute a major means of transportation. The Irrawaddy itself is navigable as far north as Bhamo and its principal tributary, the Chindwin, is navigable for 350 miles above its confluence with the larger river near the town of Pakokku. The Burma State Railways operate meter-gauge lines running from the northern terminus of Myitkyina south through Shwebo, Mandalay and Thazi into Lower Burma. Overland communication between Burma and neighboring

countries is extremely difficult, for there are no railway lines leading out of the country and international roads are few and inadequate.

IMPORTANCE: The proximity of Burma North to India and China and to existing air routes connecting these countries accounts principally for the military significance of the area. For this reason many of the targets enumerated in Section 3 are airfields and installations important in railway transportation. Of almost equal significance, however, is the large output of non-ferrous metals which are mined at the Bawdwin Mines and treated at the Burma Corporation Works at Namtu. At present, reports indicate that the Japanese have not been able to exploit oil fields located in the southern part of Burma North near the towns of Yenangyaung and Singu. Although the wells were extensively damaged at the time of the Japanese attack, the greatest damage was done to the refining facilities located at the end of the pipe line in Rangoon (See Objective Folder No. 82.2 Burma South). At such time as the Rangoon refineries can be put into operation or other refining facilities contrived, targets in the petroleum industry may become important.

DEFENSES: Nothing is known about AA positions or other military defenses, except for AA batteries located at some of the airfields. This information is given in all cases where known in the Tabulation of Targets. It is reported that the Japanese have a new AA position containing both heavy and medium AA guns on the Parade Ground in Mandalay.

Only those airdromes have been included that have permanent installations. For descriptive list of airdromes and landing fields in Burma North, see Airport Directory for Southeast Asia.

T-5

TABULATION OF TARGET INFORMATION

TARGET NO.	TARGET NAME	APPROXIMATE COORDINATES	DESCRIPTION SIGNIFICANCE	TARGET CHART NO.
			AIRPORTS	
30	Heho Adrm	20° 45′ N	X shape; N-S 2080 yds by 200 yds, NW-SE 1470 yds by 200 yds: both runways metalled and serviceable in all weather. Hangar ENE of runway intersection. Bomb store consisting of 8 sheds and other small bldgs protected by blast walls. 2 fuel storage tanks E of S turning point of N-S runway. Blast shelters with 3 thick walls and no roof on each side of N-S runway, 6 on W and 10 on E side. Aircraft shelters under construction for 65-70 planes. Landmarks: field surrounded by hills 3000 to 5000 ft, 2-5 mi distant to NE and W; village of Heho; Inle Lake 8 to 10 mi SE of field.	30
31	Lashio Adrm	22° 59′ N 97° 45′ E	runways, tarred and gravelled; N-S 1430 yds, NE-SW 820 yds. Main hangar on N side of NE-SW runway, with 10 other bldgs around it, including work shops. Explosives dump with 10 bays NE of N end of N-S runway. Gasoline storage SW of N end of N-S runway. 8 blast shelters on E side of N end of N-S runway, below runway level. 2 blast shelters at end of service tracks on E side of extreme S of N-S runway. Dispersal section between runways, SSW of intersection; new dispersal section under construction on E side of extreme S end of N-S runway.	31
32	Magwe Adrm	20° 10′ N	13/4 mi NE of Magwe village. All weather field, 3 main runways; N-S 1300 yds, NE-SW 1150 yds; E-W 1300 yds; also old runway, 750 yds NW-SE; 3 main runways surfaced with stone. 2 large hangars W side of field reported completely destroyed (5/6/42); 4 dispersal bays built and 2 under construction. 30 open aircraft shelters (rectangular, with a protective ramp and roof) scattered in small groups around field. 4-gun heavy AA battery and several smaller guns. Landmarks: oil pipe running S 2 mi E of field; Magwe village.	32
33	Myitkyina Adrm	25° 23′ N	Metalled runway NE-SW, 1300 by 23 yds; new runway ENE-WSW and adjoining old runway in V form at S end. Shed and small bldgs at side of road SE of N end of NE-SW runway. Installation SW of S end of NE-SW runway reported possible bomb dump. Landmarks: town of Myitkyina 3 mi E; RR N of field. AA positions 3/4 mi N of sta and between barracks and R.	33
34	Namsang Adrm	20° 54′ N 97° 44′ E	2 runways intersecting in X shape; NNW-SSE 1400 yds; NNE-SSW 1500 yds; all weather surface of reddish stone. Hangar at S end of NNE-SSW runway; several stone bldgs NW of hangar; bomb store, 9 huts protected by blast walls SW of runway intersection. 3 gasoline storages ESE, NNW, and S of runway intersection. 4-gun heavy AA battery approx 700 yds NW of intersection. Landmarks: R Namteng approx 2 mi N; town of Loilem 15 mi W.	34
35	Shwebo Landing Ground	22° 35′ N 95° 42′ E	Runways: NNW-SSE 1650 yds, WNW-ESE 900 yds, longer runway well surfaced. 44 aircraft shelters constructed.	35

TABULATION OF TARGET INFORMATION

TARGET NO.		PROXIMATE ORDINATES	DESCRIPTION SIGNIFICANCE	TARGET CHART NO.
	Airports continued			
36	Kutkai Landing Ground	23° 27′ N	Runway 2000 by 100 yds N-S; surface was being metalled at time of British evacuation. No bldgs known. Landmarks: hill 6114 ft, 8 mi SSE; hill, 6648 ft, 12 mi ENE; Burma Rd.	none
37	Bhamo Landing Ground	24° 16′ N 97° 14′ E	Elevation 350 ft. No further information.	none
38	Akyab Adrm	20° 08' N	forming L NNE-SSW 780 yds, WNW-ESE 1460 yds, both runways metalled. Hangar E side of NNE-SSW runway. Fuel dump reported at NE end of NNE-SSW runway and opposite hangar. 21 aircraft shelters. Light AA somewhere in NW corner of field. Landmarks: town of Akyab \(^1\)_4 mi NE; lighthouse on Barrongi I SSE. (See photo G on page P-4.)	38
39	Pakokku Adrm	21° 21′ N 95° 07′ E	New adrm about 2 mi NE of rd br at Pakokku. 3 runways: NE-SW 1300 yds, N-S 680 yds, NW-SE 1000 yds. Aircraft shelters and other bldgs under construction.	39
40	Meiktila Landing Ground	20° 52′ N 95° 54′ E	Surfaced runway NW-SE 1600 yds; old strip crossing runway at northern end. 55 aircraft shelters built and 15 under construction. Other bldgs under construction.	40
		ELEC	TRIC POWER	
41	Namsahm Power Plant	22° 45′ N	Hydro-electric plant located at Namsahm Falls serves Burma Corp smelters and refinery at Namtu, as well as electrified portion of same company's 2 ft gauge RR connecting Namtu with meter gauge line. (See text on page T-2; photo D on page P-2.)	41
		NON-FI	ERROUS METALS	
42	Burma Corporation Works, Namtu	23° 05′ N	Plant treats ores from company's mines at Bawdwin. 1939 output: Ores treated	42
		RAILROAD	TRANSPORTATION	
43	Gokteik Viaduct	22° 22′ N 96° 55′ E	Ry viaduct on steel piers; single track run- ning E-W across Gokteik Gorge, length 2260 ft. Maximum height 320 ft. (At E end Ry line runs into tunnel about 50-100 yds after leaving viaduct.) (See text on	43

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TABULATION OF TARGET INFORMATION

TARGET NO. TARG		PROXIMATE ORDINATES	DESCRIPTION SIGNIFICANCE	TARGET CHART NO.
44 Ava	ad Transportation	. continued 21° 52′ N	Ry and highway br across Irrawaddy R, at Sagaing 10 mi SW of Mandalay, 3940 ft long with 360 ft steel spans; masonry piers on steel caissons. Third and fourth spans from NW end damaged but still usable for trucks. (See photo F on page P-4; map on page M-4.)	44
45 Shwe	eli Br	23° 50′ N 97° 47′ E	Highway br over Shweli R 3 mi SW of Namhkam, at point where R narrows on entering mountains. Approx 250 ft long and 70 ft above water. Cable suspension br, with cables anchored in huge concrete blocks. (See photo A on page P-1.)	45
. •	Work Shops Syitnge	21° 52′ N	Main RR repair shops in area. Large sheds and numerous small bldgs in inclosure roughly 560 yds square. Largest shed approx 470 ft by 320 ft; 3 others each 320 by 180 ft. Location: 1 mi N of Myitnge Br and 8 mi S of Mandalay. Considerable damage reported before withdrawal. (See map on page M-4.)	46
47 Myit	nge RR Br	21° 51′ N 96° 04′ E	Ry br over the Myitnge (or Doktawaddy) R immediately S of town of Myitnge on main Rangoon-Mandalay line. (See map on page M-4.)	46
48 Ry 3	Yds at Maymyo	22° 02′ N	Locomotive sheds and freight yds at Maymyo approx 28 mi ENE of Mandalay; vulnerable spots locomotive sheds, coal storage and shunting yds. (See map on page M-2.)	48
49 Ta-F	Iapalai Br	22° 40′ N 97° 20′ E	Large RR br over Namtu R, about $7\frac{1}{2}$ mi ENE of Hsipaw and $2\frac{1}{2}$ mi WSW of Ta-Hapalai, on Mandalay-Lashio line. (See text on page T-9.)	49
50 Whs	es at Old Lashio	23° 00' N 97° 50' E	Numerous whses and storage dumps constructed by United Nations for Lend-Lease supplies, now used by Japanese; located on Burma Rd about 3 mi NE of Lashio in town of "Old Lashio". Some camouflage reported.	31

. . . concluded

REVIEW OF TARGETS

EXPLANATORY NOTE: Because of incomplete information on demolition and new construction in this area, this folder presents the situation as of December, 1941, except in instances where both the fact of the demolition and its exact nature are known and established.

The airfields selected as targets are those which are believed to be of present military significance, either because of size and operating facilities or because of location.

Namtu, is the most important single target in the area. This plant if working at peacetime output, is capable of producing 80% of Japan's requirements for lead and 40% of her zinc requirements.

Most vulnerable buildings are the concentrating mill and the smelter. Demolition carried out before British withdrawal was reported to have been confined to some damage to the power station target 41 which supplies electricity to Namtu.

Selection of railway targets is designed to smash repair facilities and to prevent the movement of troops and freight—particularly the shipment of ore or processed metals from the mines above described. Destruction of the Gokteik Viaduct TARGET 43 and the Ta-Hapalai Bridge TARGET 49 would cut off rail communication with the Namtu Works and would force the shipment of incoming coal and outgoing metals to pass over the Irrawaddy River.

LIST OF TARGET CHARTS AVAILABLE FOR BURMA NORTH AREA

Target chart number	Targets appearing on chart	Target chart number	Targets appearing on chart	Target chart number	Targets appearing on chart	Target chart number	Targets appearing on chart
30	30.	35	35.	41	41.	45	45.
31	31, 50.	38	38.	42	42.	46	46, 47
32	32.	39	39.	43	43.	No. of the last of	48.
33	33.	40	40.	44	44.		49.
34	34.						

PHOTOGRAPHS OF BURMA NORTH AREA 82.1

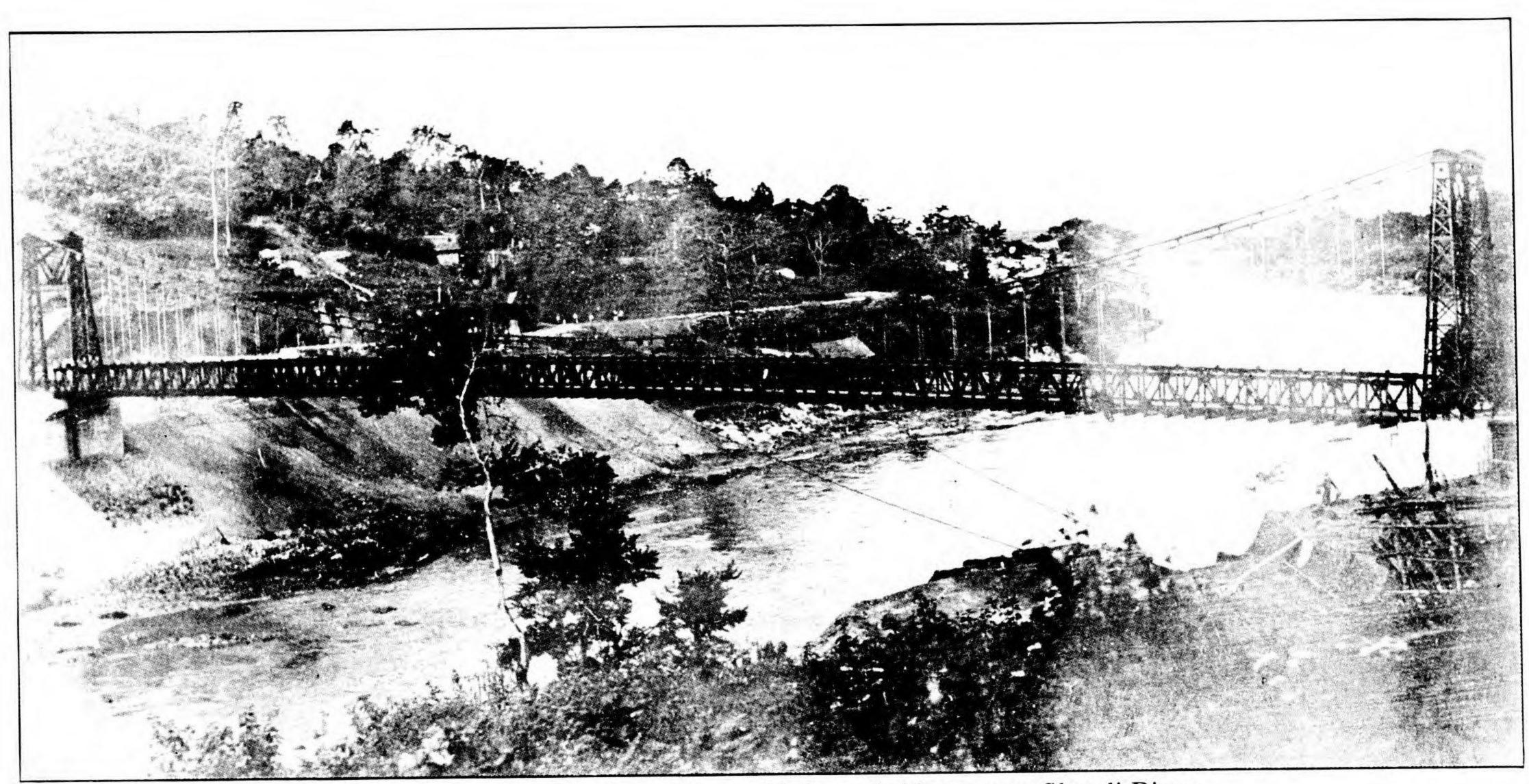


PHOTO A . . . Namhkam TARGET 45 highway bridge across Shweli River.



PHOTO B... Namtu TARGET 42 smelter and refinery at Burma Corporation Works, looking WNW.

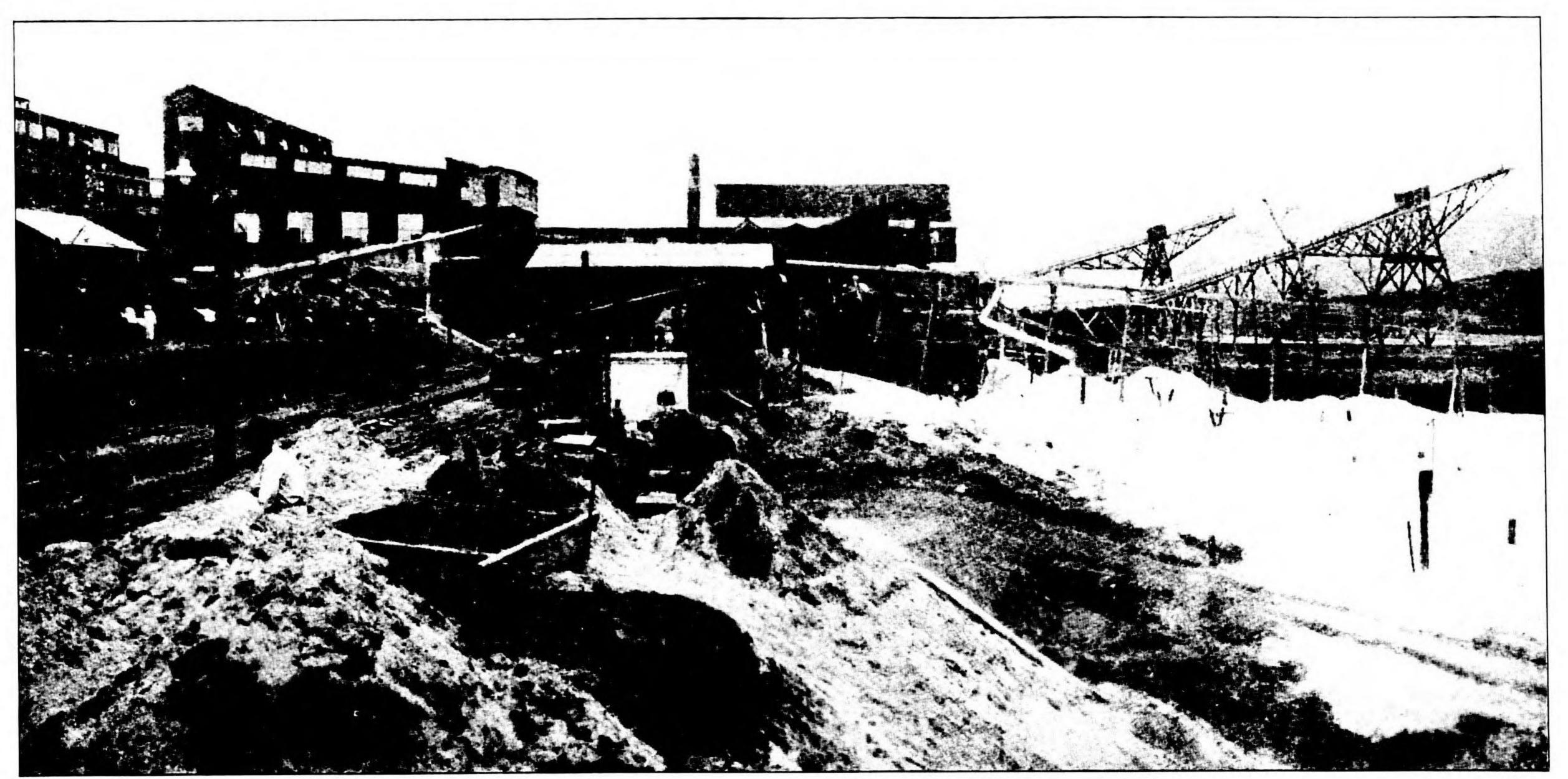


PHOTO C... Namtu TARGET 42 concentrating mill at Burma Corporation Works.



PHOTO D . . . Namsahm Falls TARGET 41 Namsahm Power Plant which serves Burma Corporation.

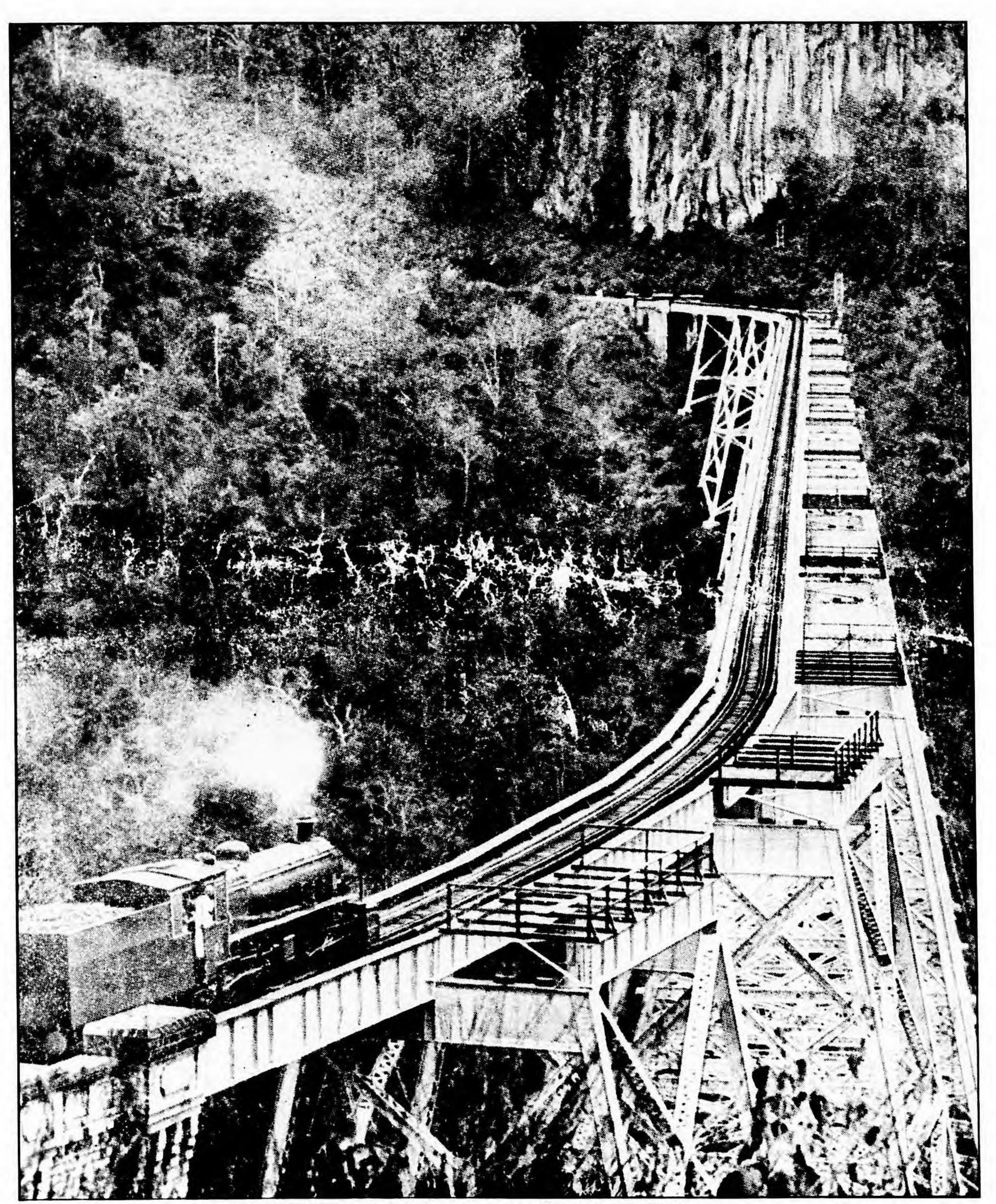


PHOTO E ... Gokteik TARGET 43 Gokteik Viaduct.

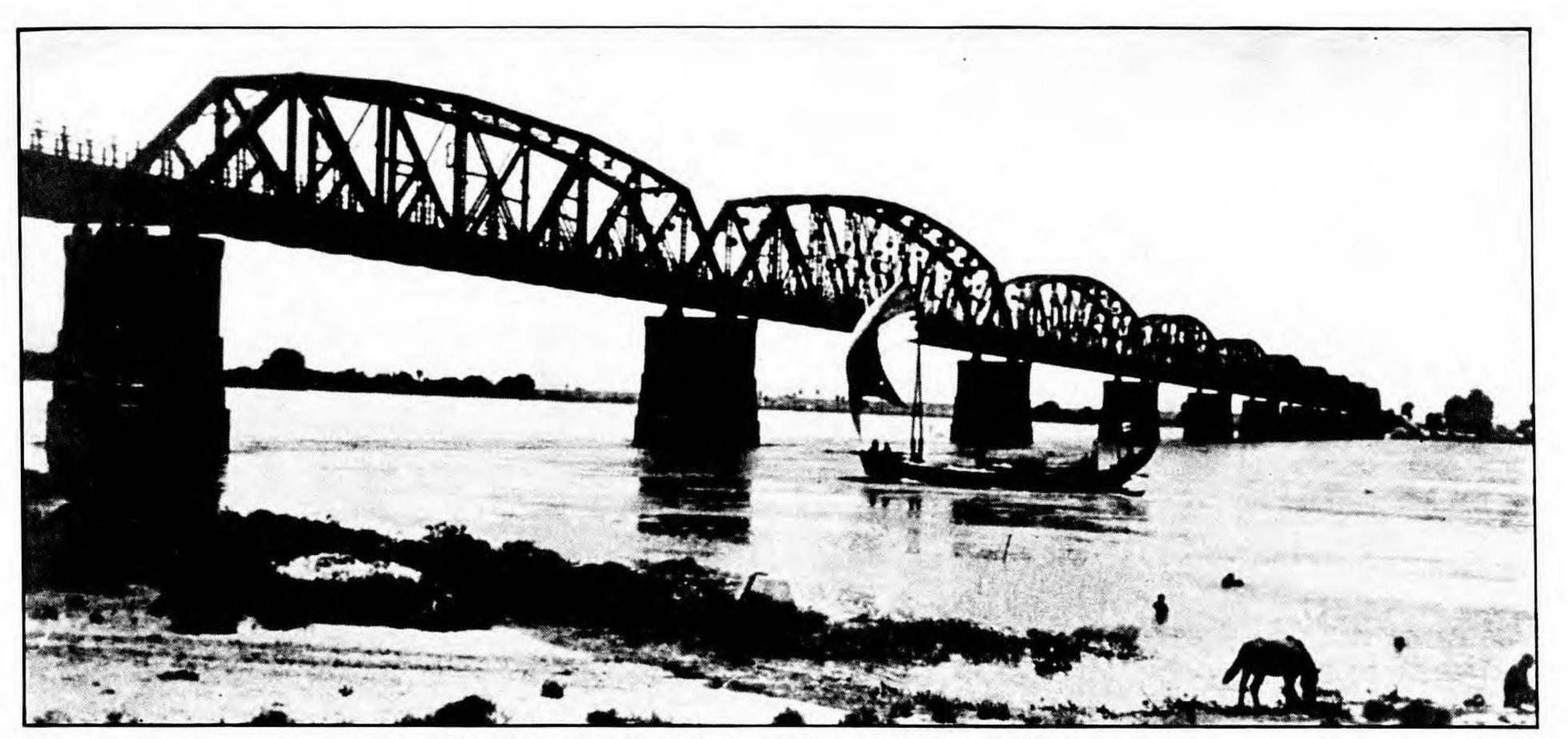


PHOTO F... Sagaing TARGET 44 Ava Bridge.

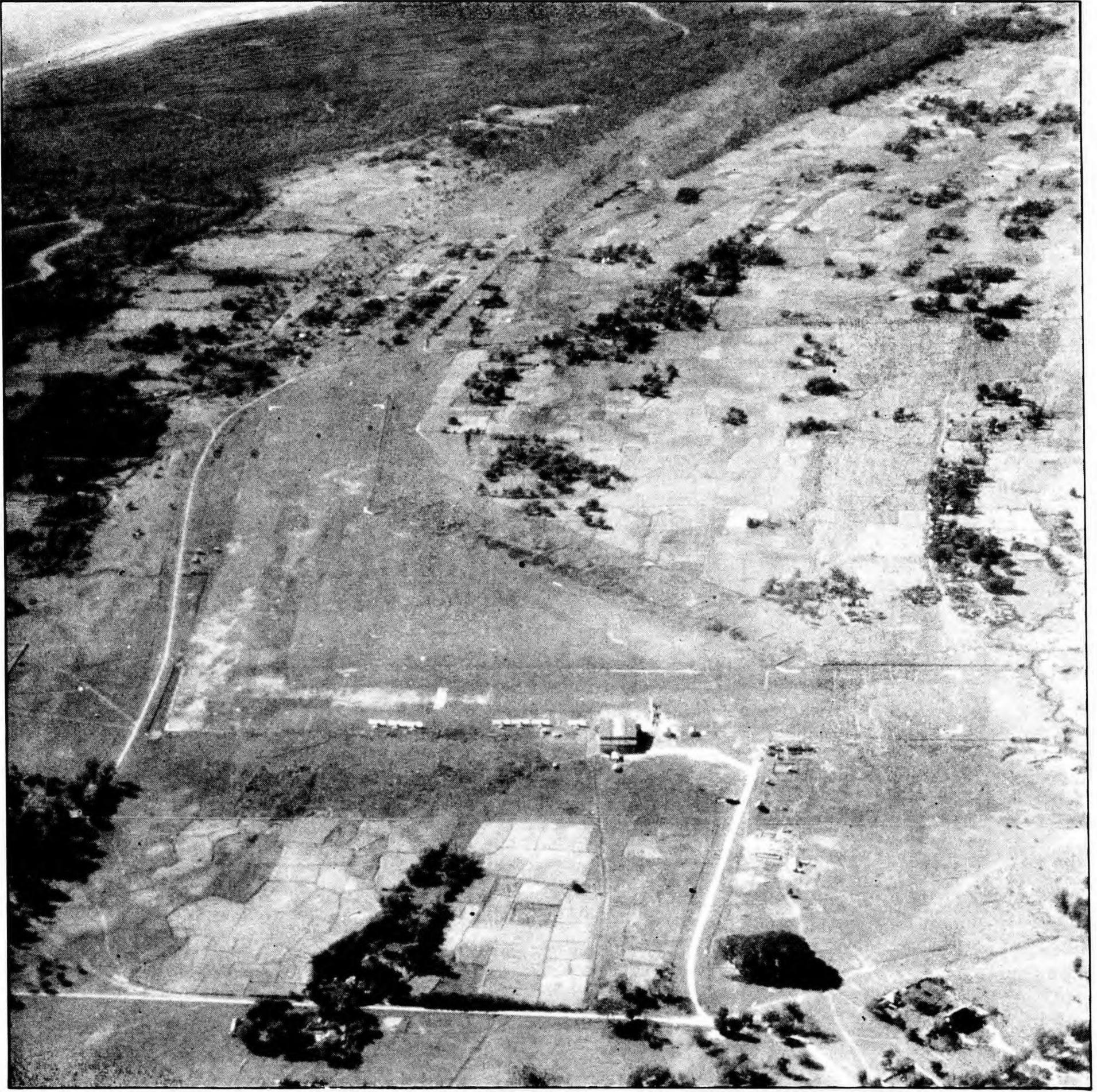


PHOTO G... Akyab TARGET 38 Akyab Airdrome looking WNW, 1937.