

SECRET

SECTION VIII: PRISONER OF WAR CAMPS

Location of POW camp in Bangkok proper is unknown, and none is known to exist in Bassein. In Rangoon, the Central Jail, located at 16°46'35"N - 96°03'50"E, houses British and Indian prisoners.

SECTION IX: AIR SEA RESCUE

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

SECTION X: NAVIGATOR'S AID CHART

Use Navigator's Aid Chart, dated 24 November 1944, previously distributed in connection with Mission No. 18.

II - Target Intelligence

SECTION I: LIST OF VISUAL TARGET DATA

1. Primary Target: Rama VI Railroad Bridge, Bangkok, Siam.

Objective Folder Data 98.2 - 45 (for briefing).  
Large Mosaic of Bangkok (for briefing).  
XX Bomber Command Chart No. 10 (2nd Edition).  
XX Bomber Command Target Chart No. 11 (2nd Edition).  
XX Bomber Command Perspective Chart No. 11 E.  
Mosaic No. 310 (Bangkok Area).  
Mosaic No. 98.2 - 45.  
Sheet of three photos No. 98.2 - 45.

2. Secondary Target: Central Station and Yards, Rangoon, Burma.

Objective Folder Data 82.2 - D (for briefing).  
XX Bomber Command Target Chart No. 41.  
Rangoon Mosaic and map No. 100-1B.  
XX Bomber Command Perspective Chart No. 41 A.  
Rangoon Renshaw Slides (for briefing).  
Rangoon Mosaic C.P.I.C. Nos. No. A68.

3. Last Resort Target: North RR yards and Warehouses, Bassein, Burma.

Objective Folder Data No. 82.2 - F (for briefing).  
Bassein Mosaic No. 82.2 - F.  
XX Bomber Command Chart No. 52.  
XX Bomber Command Target Chart No. 53.

SECTION II: LIST OF RADAR TARGET DATA

1. Primary Target: Bangkok Central Industrial Section.

Radar Approach Chart, B-17 Bangkok.  
XX Bomber Command Target Chart No. 10.  
XI Bomber Command Target Chart No. 11.  
Photo Mosaic # 310.  
Photo Mosaic #98.2 - 45.  
Radar Scope Photo Sheet R98.2 - 38 Sheet A.  
Radar Scope Drawing R98.2 - 38 Sheet A.  
Radar Scope Drawing R98.2 - 38 Sheet B.

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2. Secondary Target: Rangoon Central RR Station and Yards.

Radar approach chart B-14, Rangoon.  
Photo Mosaic 100-19.  
Radar Scope Photo Sheet 82.2-23 Sheet A.  
Radar Scope Photo Sheet 82.2-23 Sheet B.  
Radar Scope Photo Sheet 82.2-23 Sheet C.  
Radar Scope Drawing 82.2-23 Sheet A.  
Radar Scope Drawing 82.2-23 Sheet B.

3. Last Resort Target: Bassein, Burma, RR yards and Marchouses.

Radar Scope Drawing 82.2-23 Sheet C.  
Radar Navigation Map - 22.  
Radar Approach Chart B - 24.  
Radar Approach Chart C - 11.

By command of MAJOR GENERAL LEMMY;

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

OFFICIAL:

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

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ANNEX

0

SUPPLEMENTAL INFORMATION

- I - Target Information
- II - Aids to Visual Bombing
- III - Aids to Radar Bombing
- IV - Antiaircraft Information \*
- V - Navigator's Aid Chart \*\*

\* Flak Intelligence Bulletin Number B-4, 23 November 1944 was reproduced in Tactical Mission Report Number 18, Annex C and has not been included herein.

\*\* Previously distributed and reproduced in Tactical Mission Report Number 18, Annex C.

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

TARGET NOS. 40-45

OBJECTIVE FOLDER NO. 98.2

TARGET DATA

1. OBJECTIVE:

Bangkok Area, Siam (Thailand)

2. COORDINATES:

Latitude: 15° 44' N  
Longitude: 100° 31' E  
Elevation: Approximately Sea Level.

3. LOCATION AND IDENTIFIABLE FEATURES:

Bangkok is located in a low coastal plain 17 miles north of the Menam River mouth.

The distinguishing features of the area are -

The wide meanders of the river.  
A central station and railroad yard in the middle of the city with three race tracks to the N - E and W.  
A circular monument with wide driveways leading from the center of the city.  
A railroad bridge crossing the river to the NE of Bangkok.

4. IMPORTANCE:

Bangkok is now the principal control and supply center for troops and material being moved into the Burma theater of operations.

With the mining of the Menam River water borne traffic has been restricted to small coasters and an occasional medium sized merchant vessel. In October of 1944 a 250' M/V observed at the new government docks was reported to be the first vessel of this size to enter the river since the previous May. Ocean going ships destined for Bangkok may anchor off the Koh Sichang Islands, 30 miles south of the mouth of the river, and tranship by lighters or unload at small ports along the east coast of the Malay peninsula and move their cargo to Bangkok by rail.

Rail traffic has, therefore, become the critical factor in maintaining the Japanese war effort in the Burma-Thailand areas. There is one main line leading into Bangkok from French Indo-China from which point it branches in three directions. To North Thailand, to Burma and to the Malay peninsula and Singapore. Any interruption of rail traffic would be of utmost importance to the Japanese effort.

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

5. VULNERABLE AREAS:

a. Target No. 45 Rama VI Railroad Bridge:

A five span, steel girder, lattice-type construction, bridge which carries rail traffic to Burma and the Malay peninsula. It is 1400' long with masonry piers and concrete abutments. It is the only means of transferring rolling stock to and from the N and S lines to the E lines.

b. Target No. 40 Terminus Station:

This is the main passenger station in the heart of the city. The yards are about 3700' long by 630' wide and contain 30 tracks. At the south end is a long passenger station with arched steel and glass roof and at the north extremity eleven warehouses, two locomotive sheds and various miscellaneous buildings. Count of rolling stock since June of 1944 has shown over 200 cars and from 1 to 7 locomotives in the yard at any one time.

DECEMBER 1944.

TARGET UNIT, INTELLIGENCE  
XX BOMBER COMMAND.

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



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

TARGET NO. D

OBJECTIVE FOLDER NO. 82.2

TARGET DATA

1. OBJECTIVE:

Central Station and Yards, Rangoon, Burma.

2. COORDINATES AND ELEVATION:

Latitude: 16° 47' N  
Longitude: 96° 10' E  
Elevation: Approximately 50 feet.

3. LOCATION AND IDENTIFIABLE FEATURES:

Rangoon is located on the north side of the Ilaing-Pegu River junction. These rivers join to form the Rangoon River that flows 21 miles south to the sea. The Ilaing and its tributary Pan-hlaing River form a conspicuous "Y" pattern immediately northwest of the city. Large irregularly-shaped Victoria Lake is about a mile and a half northeast of this junction and mile-long Royal Lake is at the north edge of the city. Meandering Pazundaung Creek forms the eastern boundary of the city. Its sudden change of course to the southeast when it enters the Pegu causes a characteristic toe-like projection of land at the southeast corner of Rangoon. Across the Rangoon River to the southwest, a section of the sluggish Kanaungto Creek straightened by the Twante Canal is an excellent check point. The surrounding country is the typical rice-field type of terrain except for a three-mile wide strip of low hills, occasionally over 150 feet high, that extends almost due north of the city.

The Central Station and Yards are located half way between Royal Lake and the city's south river front, about 6000 feet southwest of the Malagon Railroad Yards and about the same distance southeast of Shwedagon Pagoda. They are oriented east-west, are 2700 feet long from choke point to choke point and 900 feet at their widest portion. The large station is in the north central portion of the target area. Its dimensions are about 1000' x 225'.

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

4. IMPORTANCE:

Rail traffic from Thailand and Rangoon passes through this yard en route to Prome. As considerable activity has recently been observed on the Rangoon to Prome line, it would be desirable to delay the flow of enemy supplies along this route by destroying the Central Station and Yards at Rangoon. Any loss of locomotives and rolling stock caused by the bombing of this target will further decrease the capacity of the Japanese to supply their troops on the battlefronts in Burma.

5. VULNERABLE AREA AND SUGGESTED AIMING POINT:

The center of the southern edge of the station at the end of the over-head bridge is an identifiable aiming point.

The station, the choke-points and rolling stock are the vulnerable objectives.

10 DECEMBER 1944

TARGET UNIT, INTELLIGENCE  
XX BOMBER COMMAND

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

TARGET NO. F

OBJECTIVE FOLDER NO. 82.2

TARGET DATA

1. OBJECTIVE:

RR Yards and Warehouses, Bassein, Burma

2. COORDINATES AND ELEVATION:

Latitude: 16° 48' N  
Longitude: 94° 44' E  
Elevation: Approximately Sea Level

3. LOCATION AND IDENTIFIABLE FEATURES:

Bassein lies in the midst of a fertile rice-growing district and is built on a slight eminence on the left bank of the Bassein River, 75 miles from its entrance. It is about 15 miles directly east of the lowest divide in the southern Arakan Mountains where the highest hills are scarcely over 250 feet high. A highway leads into the town from the north along the east bank of the river. The railroad line comes in from the northeast. The railway station is on the southeast edge of town. Near the center of town Shwemoktaw Pagoda rises from the center of a fort within which are the old court-house and treasury. The main business district is south of the Pagoda, Rice Mills, jetties and warehouses occur on both sides of the river.

At the northeast edge of town a railroad spur runs over to the river to a small railroad yard and branches to jetties, two rice mills, a coal dump and warehouses on the river's edge. This is the target area. There is a fairly large lake about a mile east of the target area. The three airfields, one east, one northeast and one north of town are all unserviceable.

4. IMPORTANCE:

Although at present not an active center of Japanese activity, Bassein is strategically located in relation to areas of future military operations in Burma. Bombing of the rail yards and warehouses at Bassein will tend to discourage Japanese use of the town's facilities and hamper the movement of their supplies.

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5. VULNERABLE AREA AND SUGGESTED AIMING POINT:

The center of the largest building in the southwestern cluster in the area and the center of the large building at the southwest corner of the cluster of buildings just east of the northern railroad spur are excellent aiming points.

All buildings and installations in the target area are vulnerable objectives.

11 DECEMBER 1944

TARGET UNIT, INTELLIGENCE  
XX BOMBER COMMAND

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AIDS TO VISUAL BOMBING

Mission No. 20

14 December 1944

The visual aids included in the Bombardier's folder and their approximate original size are as follows:

<u>Title or Description</u>	<u>Approximate original size in inches</u>
<u>Primary Target:</u>	
* XX Bomber Command Chart No. 10 (2nd Edition)	16 x 16
* XX Bomber Command Chart No. 11 (2nd Edition)	16 x $16\frac{3}{4}$
XX Bomber Command Perspective Chart No. 11E	8 x 16
* Photo Mosaic No. 810 (Bangkok Area)	$11\frac{1}{4}$ x $15\frac{3}{4}$
** Photo Mosaic No. 98.2-45	16 x $16\frac{1}{2}$
Photographs Rama VI Bridge, 98.2-45	$7\frac{1}{4}$ x 13
<u>Secondary Target:</u>	
*** XX Bomber Command Target Chart No. 41	$16\frac{1}{2}$ x $17\frac{1}{8}$
*** Photo Mosaic 100-1B	$19\frac{7}{8}$ x 19
*** XX Bomber Command Perspective Chart No. 41A	$8\frac{1}{4}$ x $16\frac{1}{4}$
Rangoon Mosaic CPIC Mosaic No. A68	24 x 20
<u>Last Resort Target:</u>	
Bassein Mosaic No. 82.2-F	16 x 16
XX Bomber Command Chart No. 52	16 x $16\frac{1}{2}$
XX Bomber Command Target Chart No. 53	16 x 17
* Reproduced in Tactical Mission Report No. 18, Annex N, Field Orders.	
** See Aids to Radar Bombing, this Annex.	
*** Reproduced in Tactical Mission Report No. 14, Annex P, Supplemental Information.	

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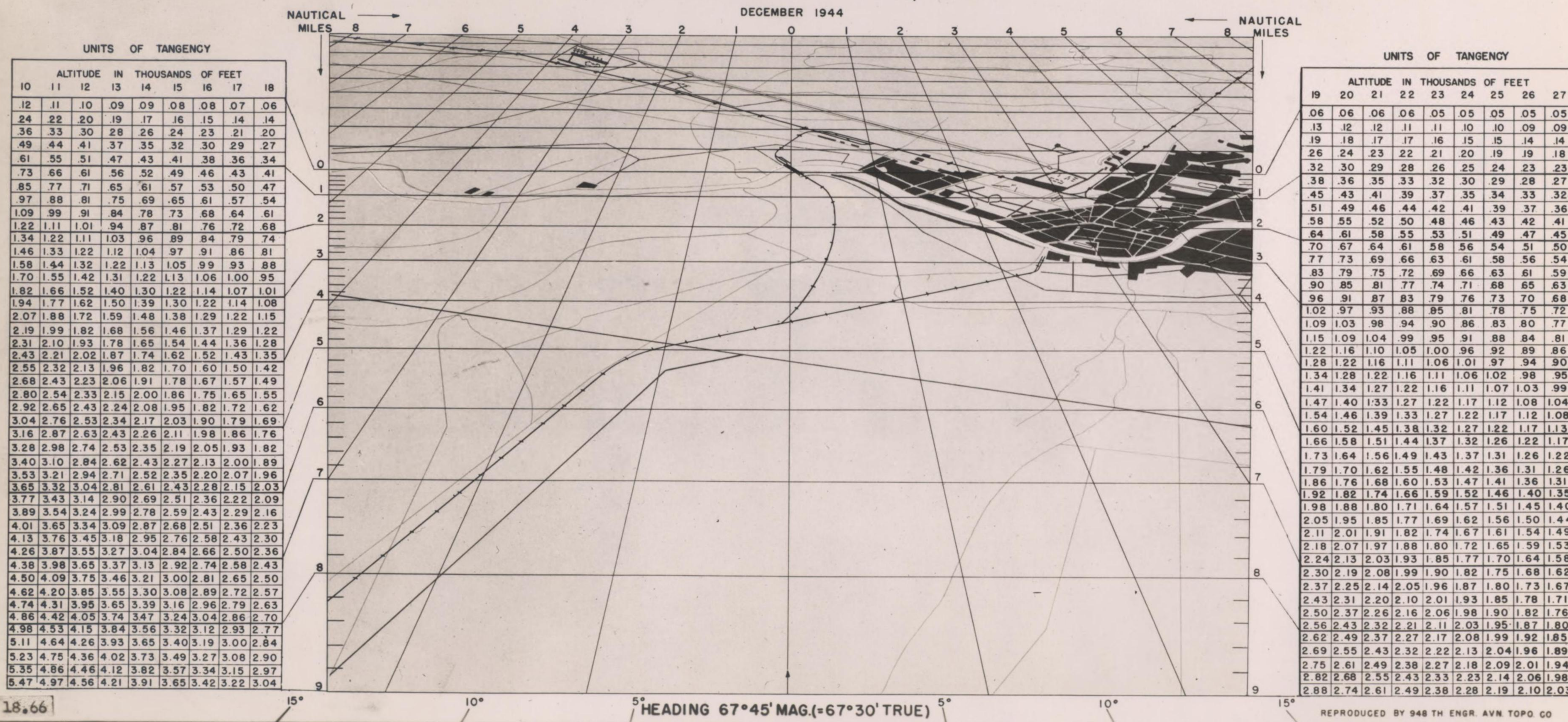
TARGET UNIT, INTELL. SEC.  
 XX BOMBER COMMAND

### BANGKOK AREA

PERSPECTIVE CHART NO. IIE  
 RESTRICTED

RAMA VI RAILROAD BRIDGE (13°48'30"N, 100°31'00"E) ELEV. APPROX. SEA LEVEL  
 15 MILES FROM TARGET- ALTITUDE 25,000 FEET

DECEMBER 1944





RESTRICTED  
REPRODUCED BY  
104M PHOTO TECH UNIT

8



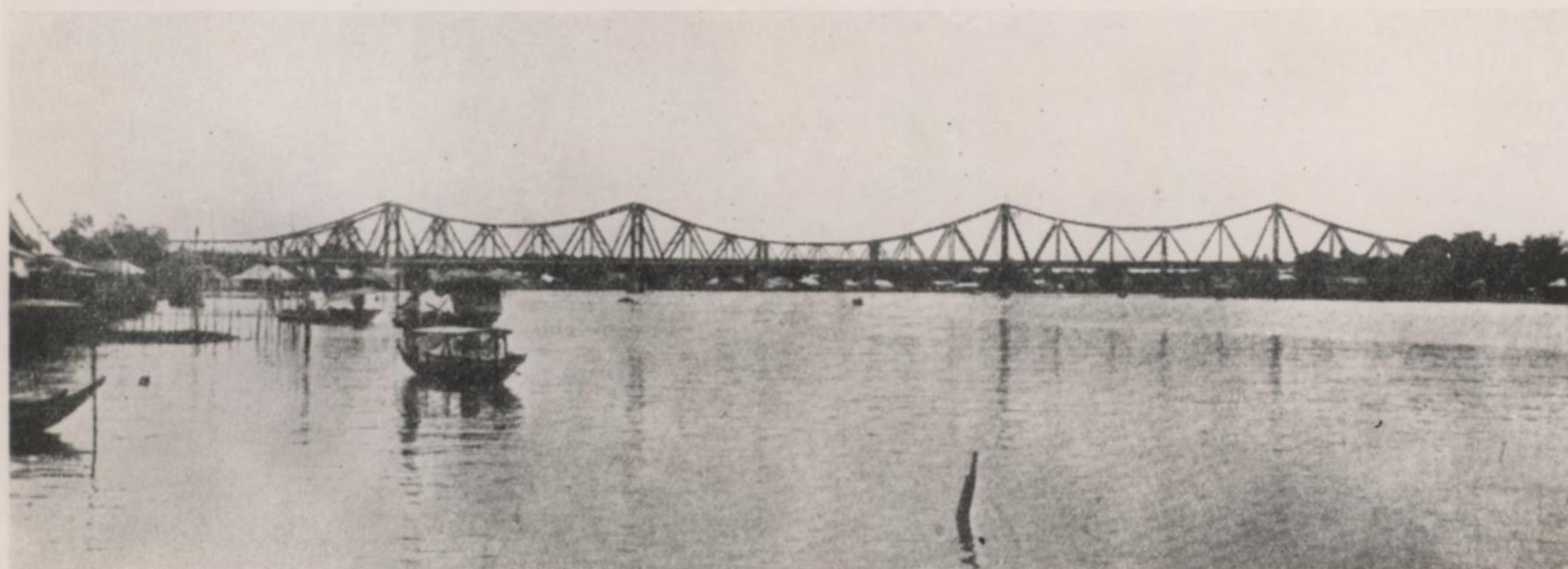
## COMMUNICATIONS: RAILWAYS



22. Rama VI Bridge from under one of the 84 metre spans. A 39 inch steel water-main is carried under the bridge, leading from the waterworks to the West Bank City



23. Rama VI Bridge during construction, showing cantilever footway on left, railway in centre, and space for future roadway on right



24. Rama VI Bridge near Bangkok. The spans of 78, 84, 120, 84, 78 metres were launched by cantilevering without the use of false work. (Route 7)









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TARGET UNIT, INTELL. SEC.  
XX BOMBER COMMAND

### BASSEIN AREA

DECEMBER 1944

CHART NO. 52  
RESTRICTED





RESTRICTED  
REPRODUCED BY  
10TH PHOTO TECH. UNIT







RESTRICTED  
REPRODUCED BY  
10TH PHOTO TECH. UNIT

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S E C R E T

AIDS TO RADAR BOMBING

Mission No. 20

14 December 1944

The aids to radar bombing and their approximate original size are as follows:

<u>Title or Description</u>	<u>Approximate original size in inches</u>
<u>Primary Target:</u>	
* Radar Approach Chart B-17, Bangkok	16 x 16
* XX Bomber Command Target Chart No. 10 (2nd Edition)	16 x 16
* XX Bomber Command Target Chart No. 11 (2nd Edition)	16 x 16 <sup>3</sup> / <sub>4</sub>
* Photo Mosaic No. 810 (Bangkok Area)	11 <sup>1</sup> / <sub>4</sub> x 15 <sup>3</sup> / <sub>4</sub>
Photo Mosaic No. 98.2-45	16 x 16 <sup>1</sup> / <sub>2</sub>
Radar Scope Photo Sheet R98.2-38, Sheet A	16 x 22
* Radar Scope Drawing R98.2-38, Sheet A	8 x 16
* Radar Scope Drawing R98.2-38, Sheet B	8 x 16
<u>Secondary Target:</u>	
Radar Approach Chart B-14, Rangoon	16 <sup>1</sup> / <sub>2</sub> x 16 <sup>1</sup> / <sub>4</sub>
** Photo Mosaic 100-1B	19 <sup>7</sup> / <sub>8</sub> x 19
Radar Scope Photo Sheet 82.2-23, Sheet A	16 x 16
Radar Scope Photo Sheet 82.2-23, Sheet B	16 x 16
Radar Scope Photo Sheet 82.2-23, Sheet C	16 x 16
*** Radar Scope Drawing 82.2 - 23, Sheet A	8 <sup>1</sup> / <sub>4</sub> x 16 <sup>3</sup> / <sub>4</sub>
*** Radar Scope Drawing 82.2 - 23, Sheet B	8 <sup>1</sup> / <sub>4</sub> x 16 <sup>3</sup> / <sub>4</sub>
<u>Last Resort Target:</u>	
Radar Scope Drawing 82.2-F, Sheet C	8 x 16
Radar Approach Chart C-22	16 x 16
Radar Approach Chart B-24	16 x 16
Radar Approach Chart B-11	16 x 16
* Reproduced in Tactical Mission Report No. 18, Annex N, Field Orders.	
** Reproduced in Tactical Mission Report No. 14, Annex P, Supplemental Information.	
*** Reproduced in Tactical Mission Report No. 14, Annex O, Field Orders.	

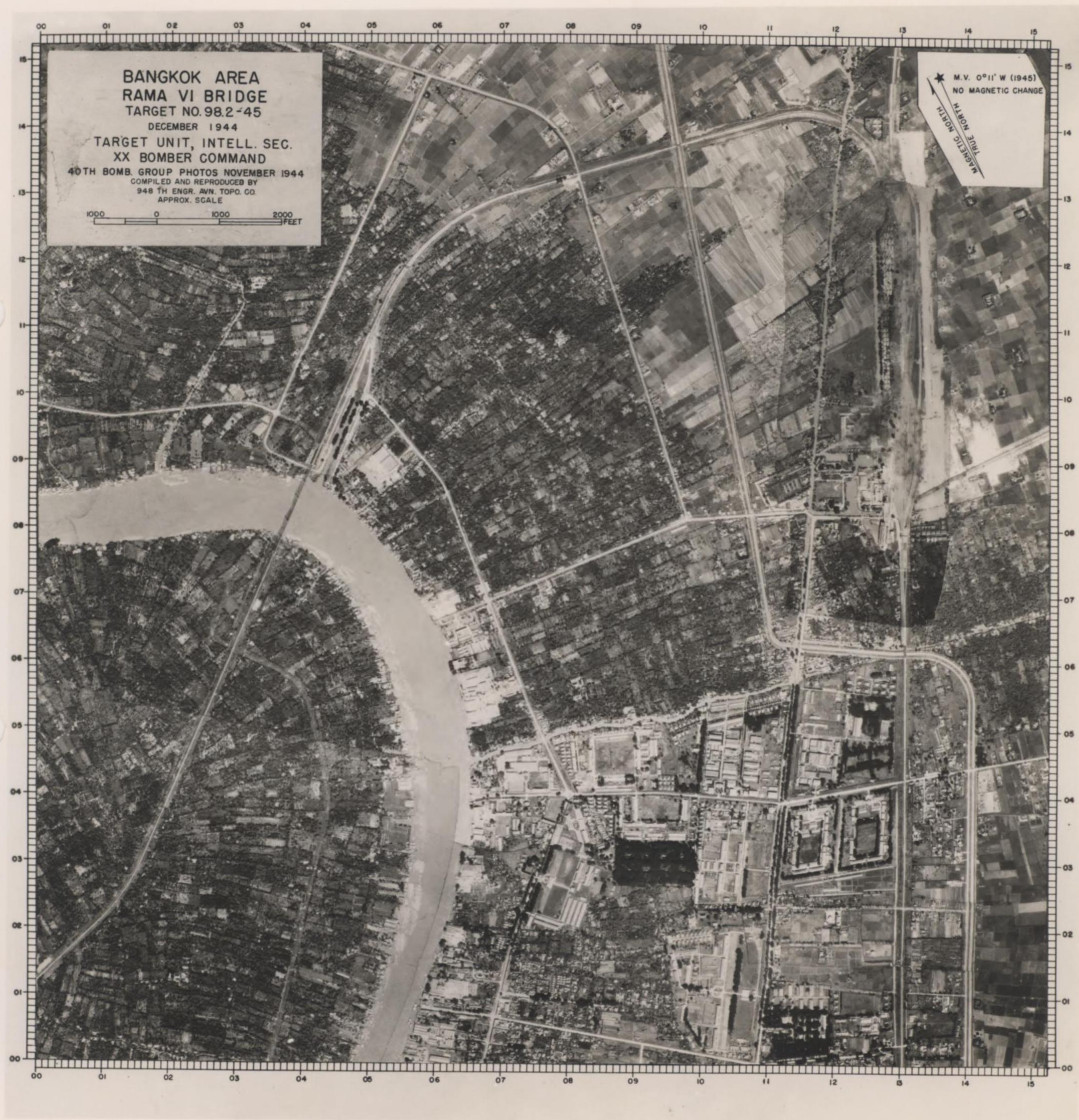
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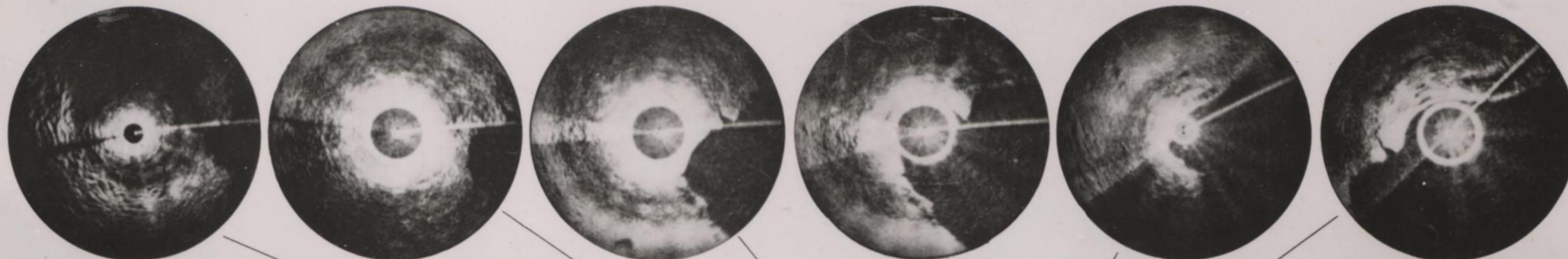


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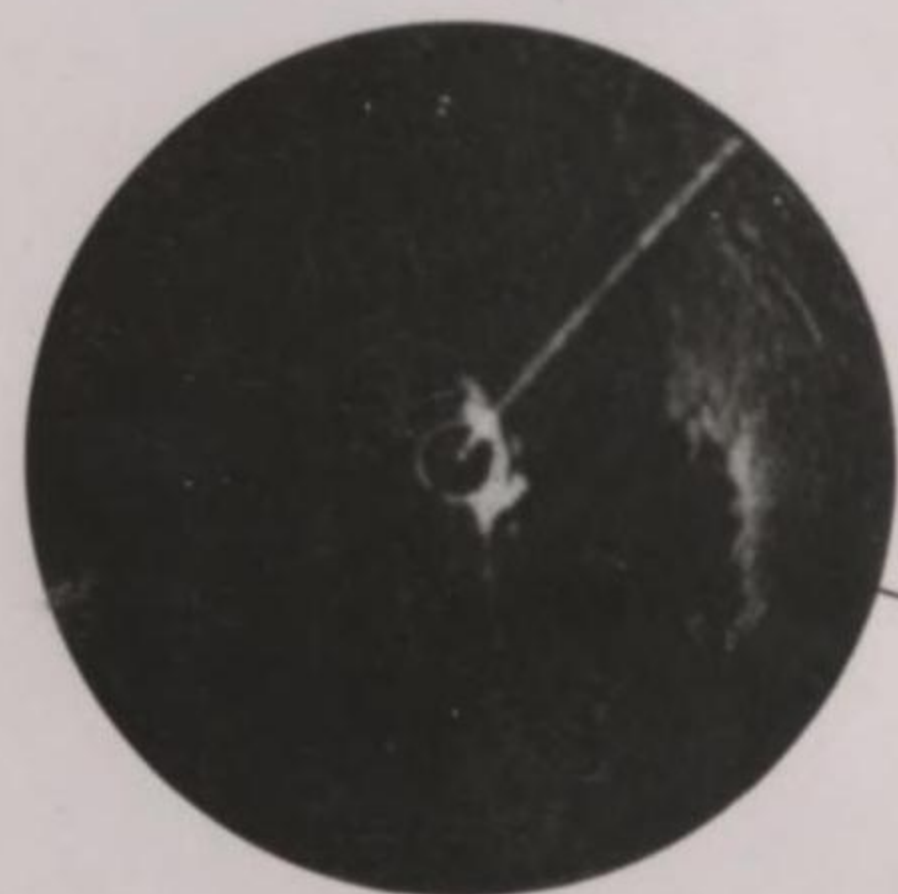
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R-98.2-38 SHEET A

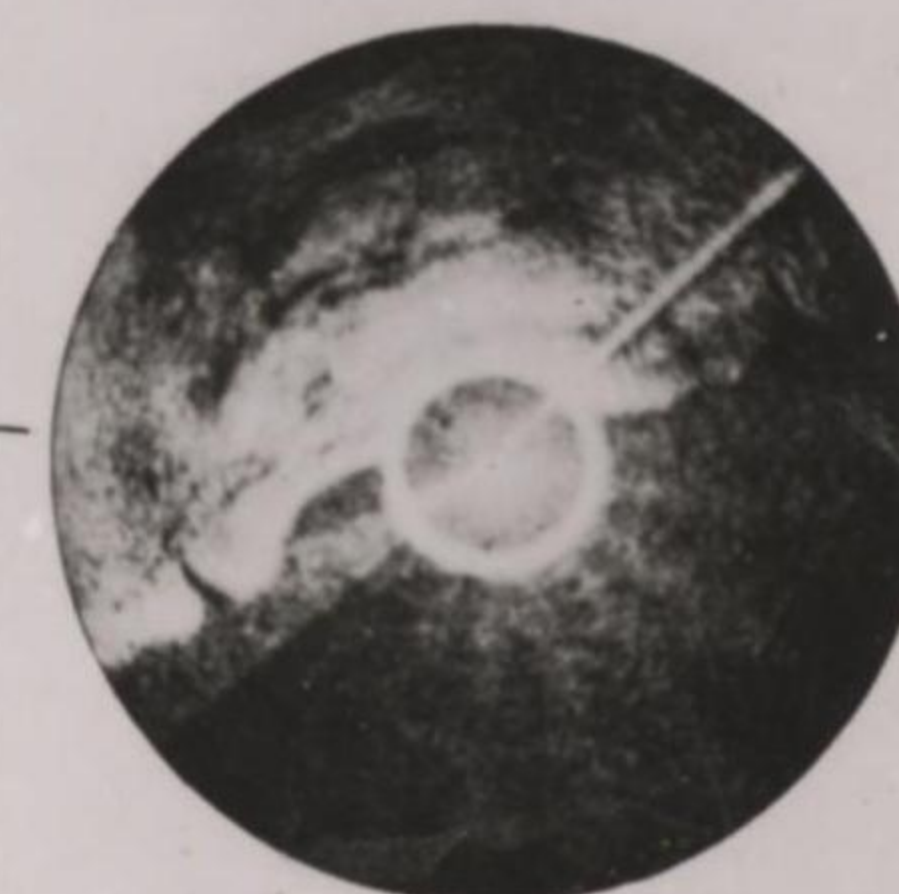
### RADAR SCOPE PHOTOGRAPHS BANGKOK AREA - THAILAND



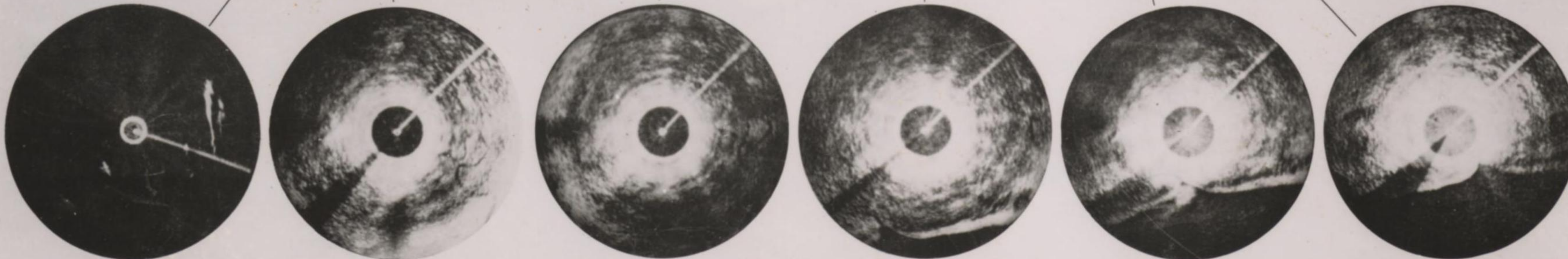
COURSE 85°15'M (85°00'T) ALTITUDE: 20,800'    13°19'30"N COURSE 85°15'M (85°00'T) ALTITUDE: 20,700'    13°20'30"N COURSE 85°15'M (85°00'T) ALTITUDE: 20,700'    13°21'00"N COURSE 85°15'M (85°00'T) ALTITUDE: 20,700'    13°21'00"N COURSE 63°15'M (63°00'T) ALTITUDE: 20,700'    13°21'30"N COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'    13°23'45"N COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'



COURSE 41°15'M (41°00'T) ALTITUDE: 20,800'    13°05'30"N COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'



COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'    13°25'30"N COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'



COURSE 107°45'M (107°30'T) ALTITUDE: 20,800'    12°59'00"N COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'    13°43'00"N COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'    13°41'00"N COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'    13°08'15"N COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'    100°22'00"E ALTITUDE: 20,700'    13°35'00"N COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'    100°18'30"E ALTITUDE: 20,700'    13°31'15"N COURSE 46°15'M (46°00'T) ALTITUDE: 20,700'

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PREPARED BY TARGET UNIT - INTELLIGENCE SECTION - XX BOMBER COMMAND

ALL HEADINGS & LOCATIONS ARE APPROXIMATE

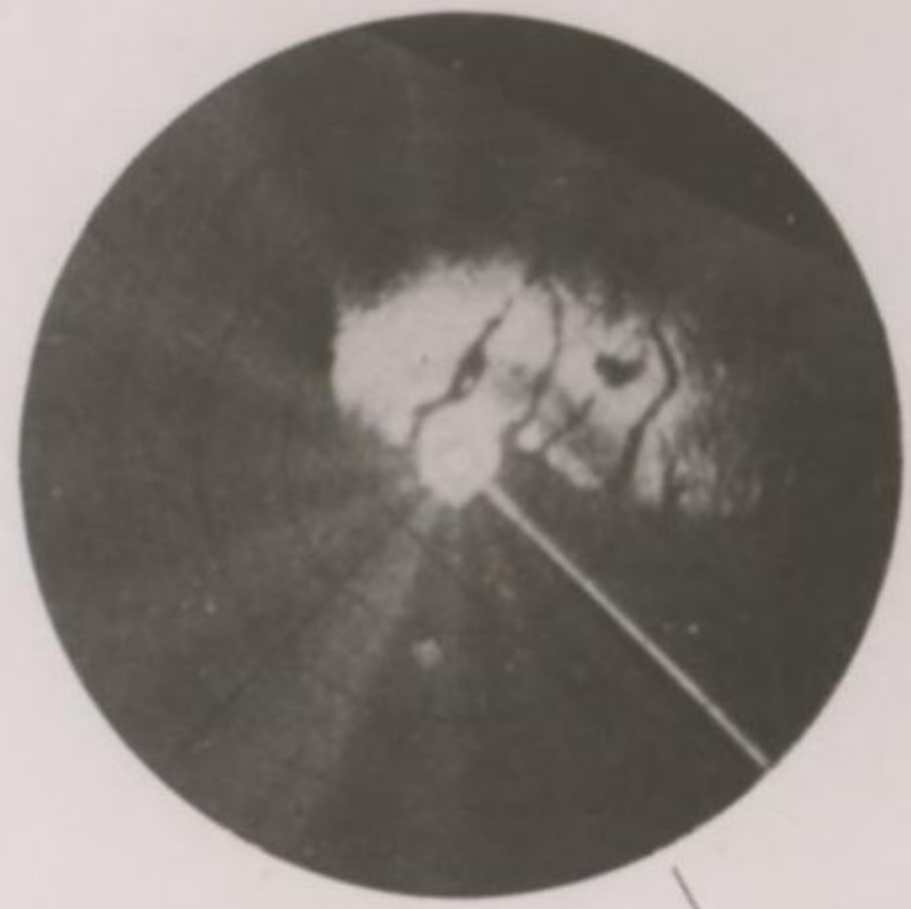
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By SP-NARA Date 11/8/05



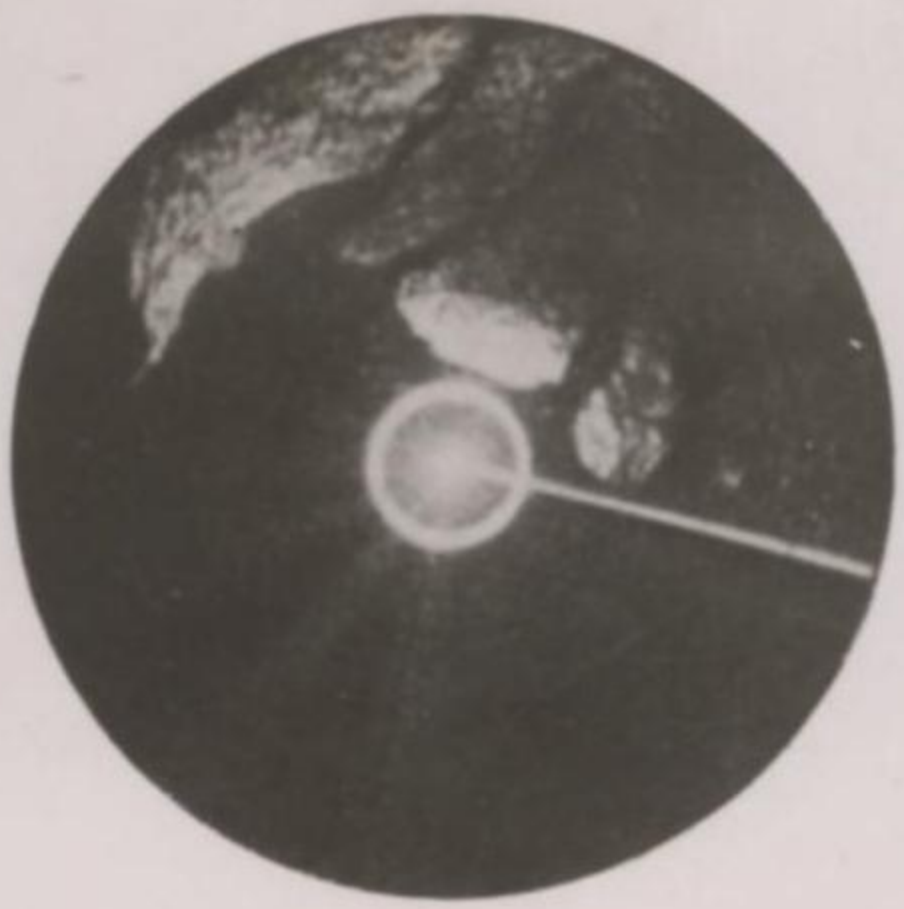




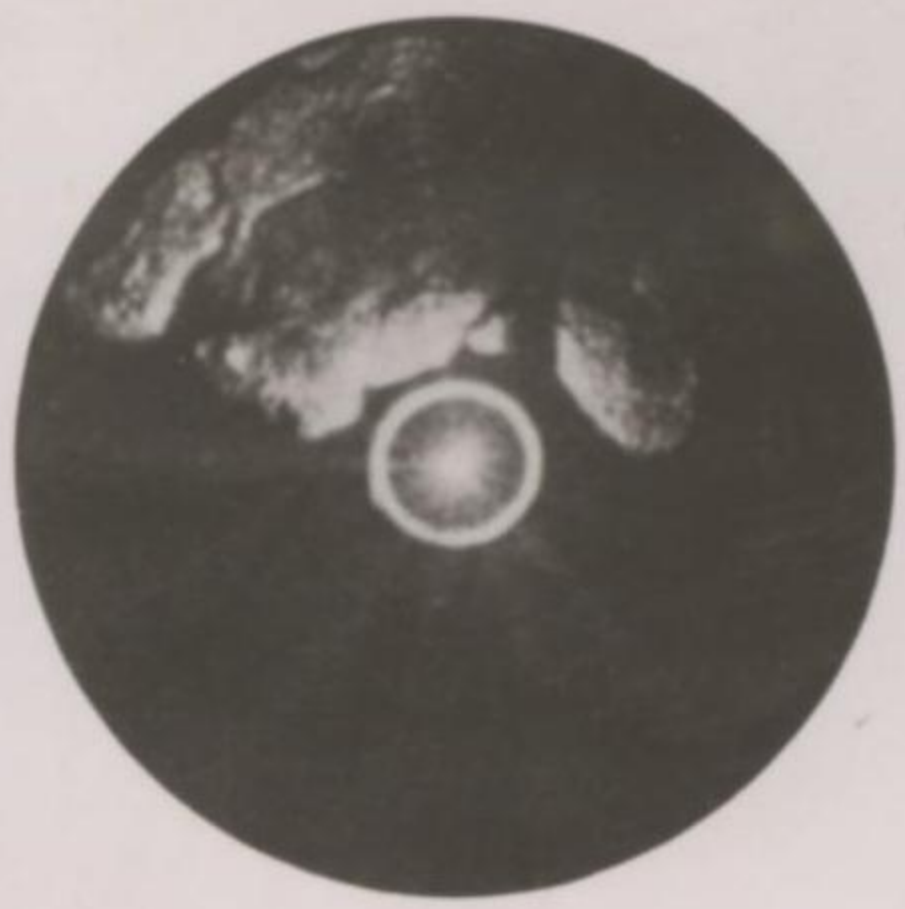
### RADAR SCOPE PHOTOGRAPHS RANGOON AREA-BURMA



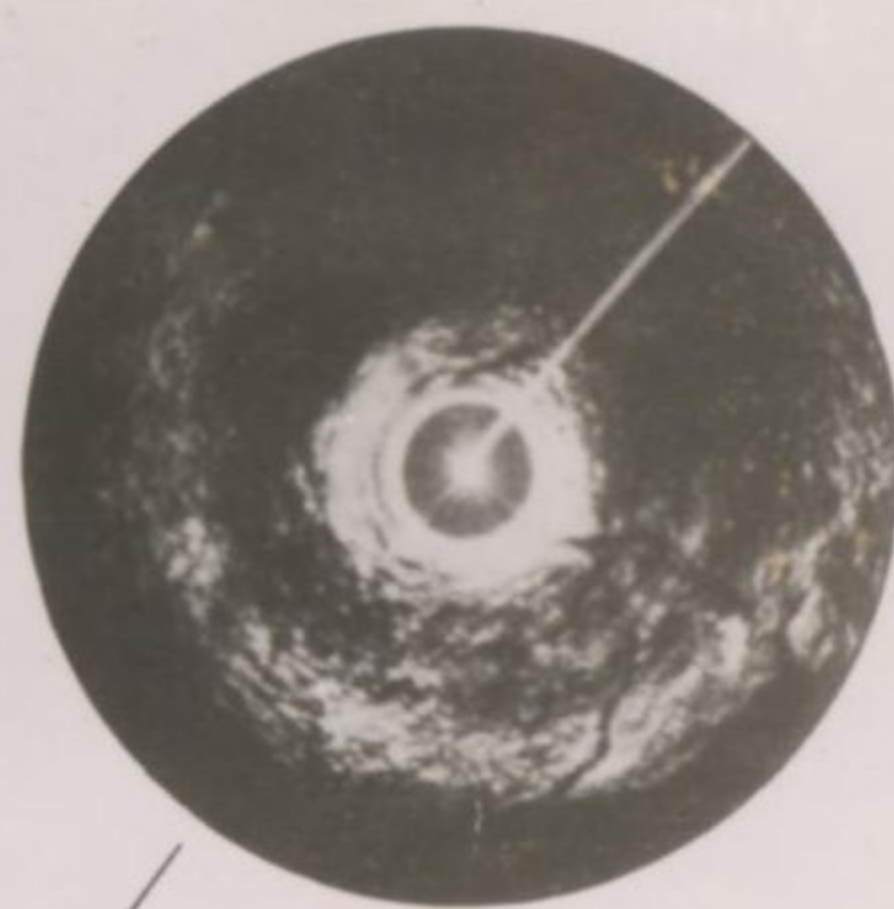
COURSE 136°00'M (135°00'T)  
SWEEP 50 MILES  
ALTITUDE: 18,000'



COURSE 106°00'M (105°00'T)  
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ALTITUDE: 18,000'

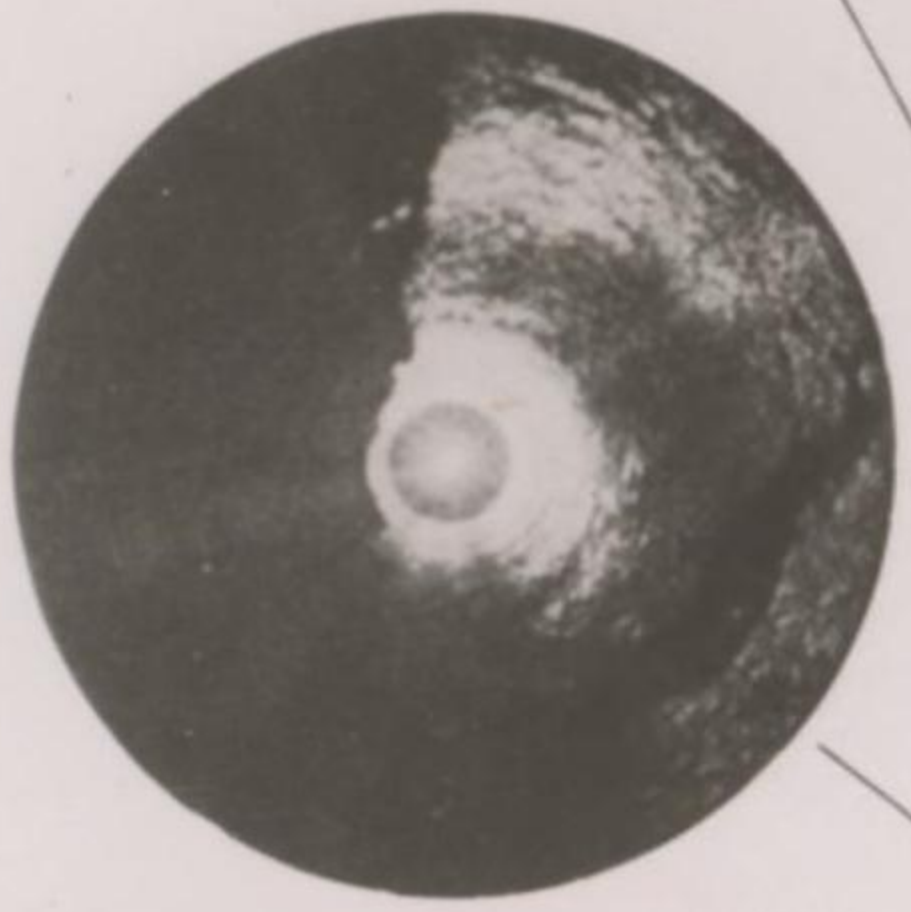


15°47'30"N  
94°39'00"E  
SWEEP 20 MILES  
ALTITUDE: 18,500'



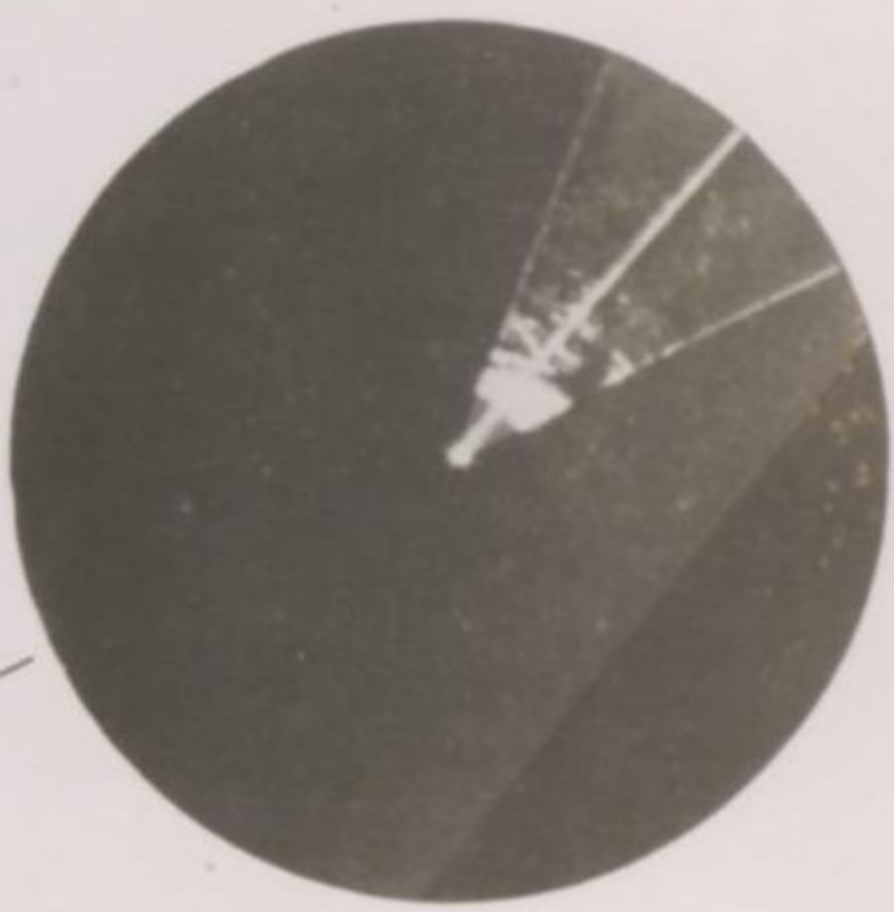
COURSE 42°00'M (41°00'T)  
SWEEP 20 MILES  
ALTITUDE: 19,000'

16°22'00"N  
95°49'00"E



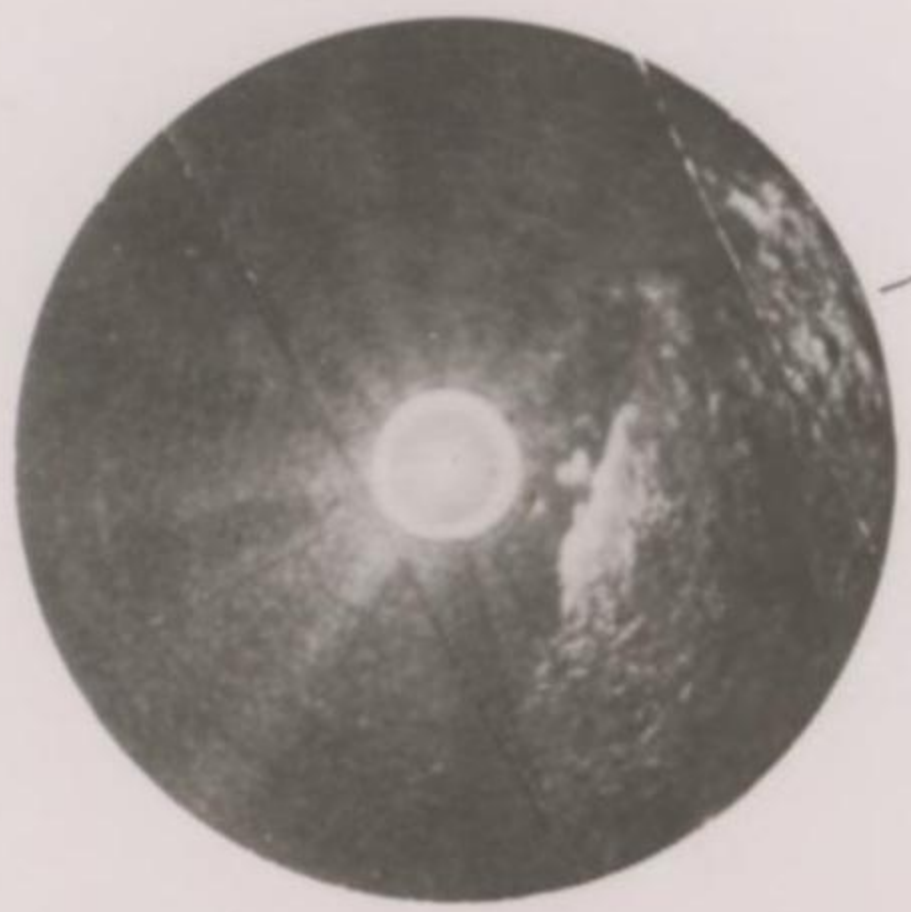
SWEEP 20 MILES  
ALTITUDE: 11,300'

16°13'00"N  
94°18'00"E



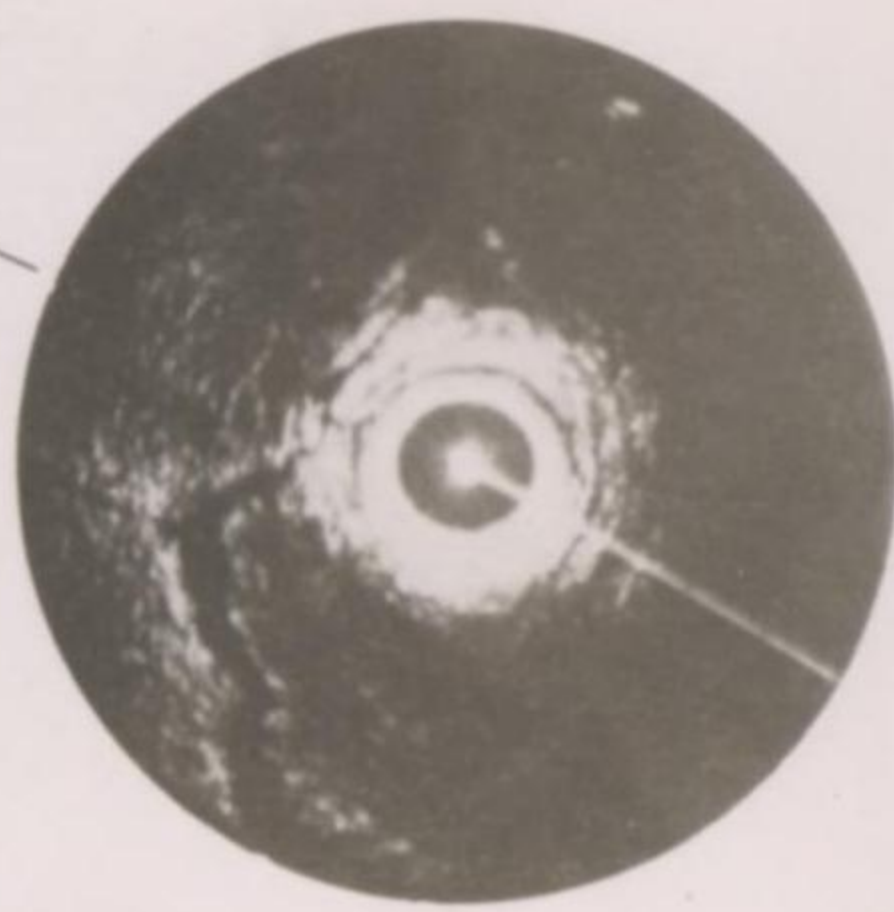
COURSE 41°00'M (40°00'T)  
SWEEP 10 MILES  
ALTITUDE: 19,000'

16°45'00"N  
96°08'00"E



SWEEP 20 MILES  
ALTITUDE: 11,000'

16°23'00"N  
94°08'15"E



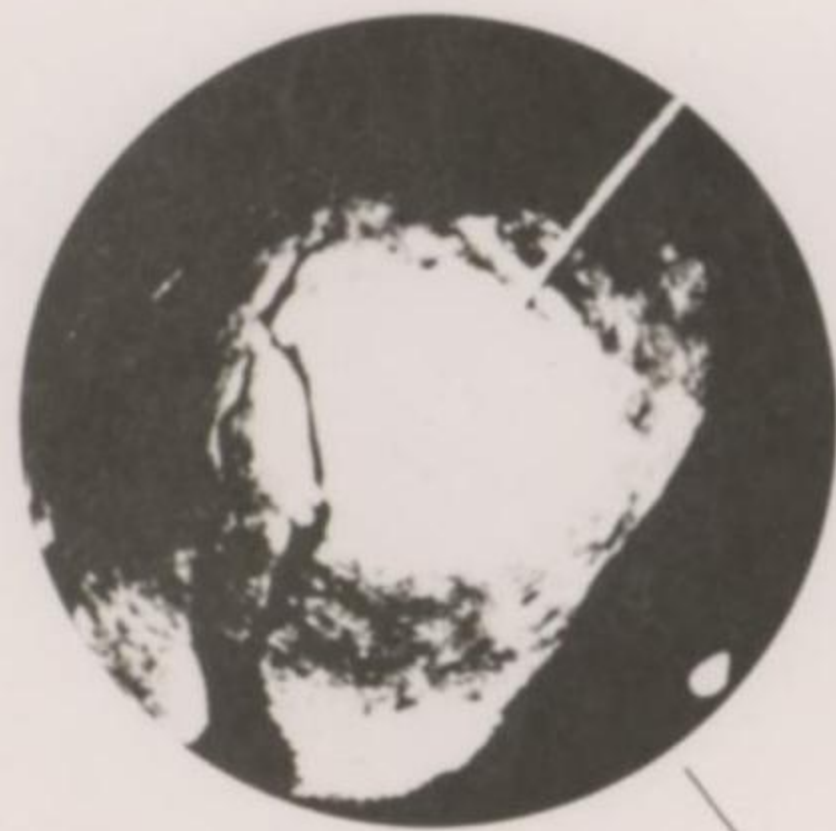
COURSE 121°00'M (120°00'T)  
SWEEP 20 MILES  
ALTITUDE: 19,000'

16°50'00"N  
96°23'30"E





RADAR SCOPE PHOTOGRAPHS  
RANGOON AREA-BURMA



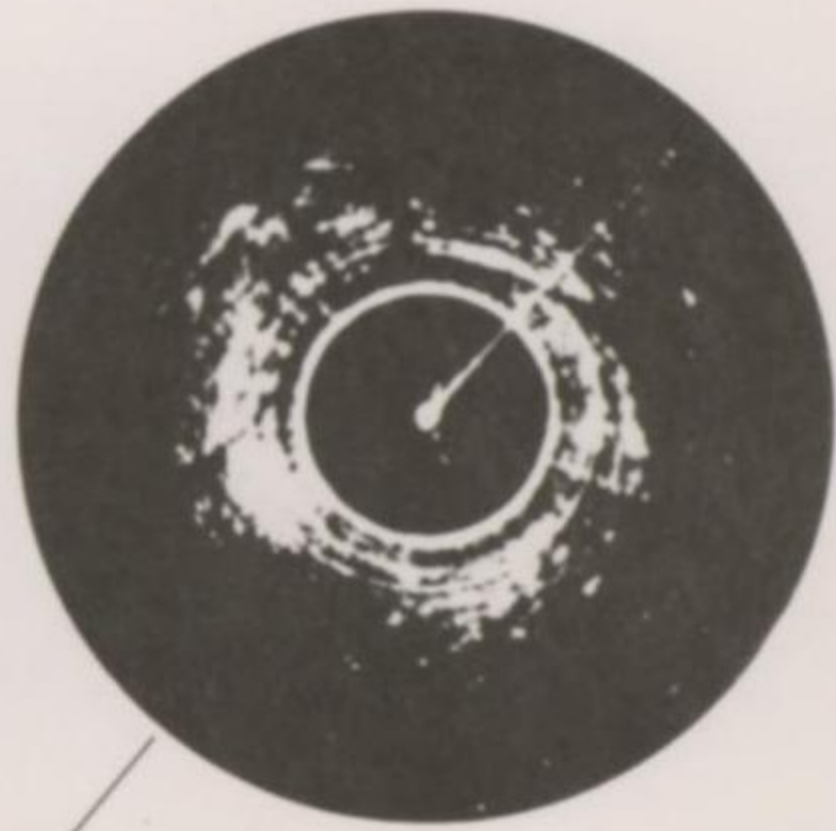
COURSE 38°00'M (37°00'T)  
SWEEP 20 MILES  
ALTITUDE: 21,000'  
15°59'00"N  
95°27'00"E



COURSE 41°00'M (40°00'T)  
SWEEP 20 MILES  
ALTITUDE: 21,000'  
16°22'00"N  
95°47'00"E



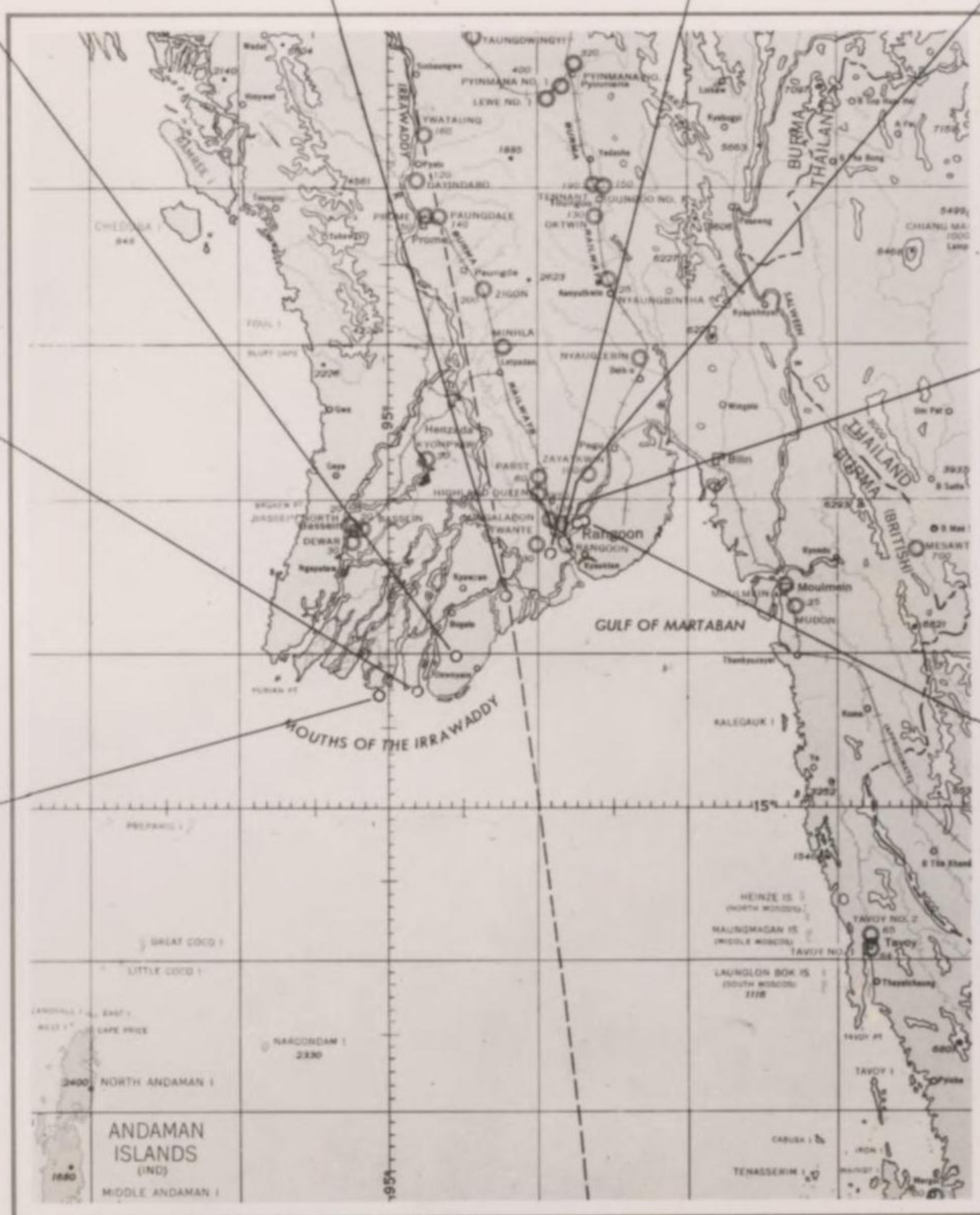
COURSE 41°00'M (40°00'T)  
SWEEP 20 MILES  
ALTITUDE: 21,000'  
16°39'00"N  
96°05'00"E



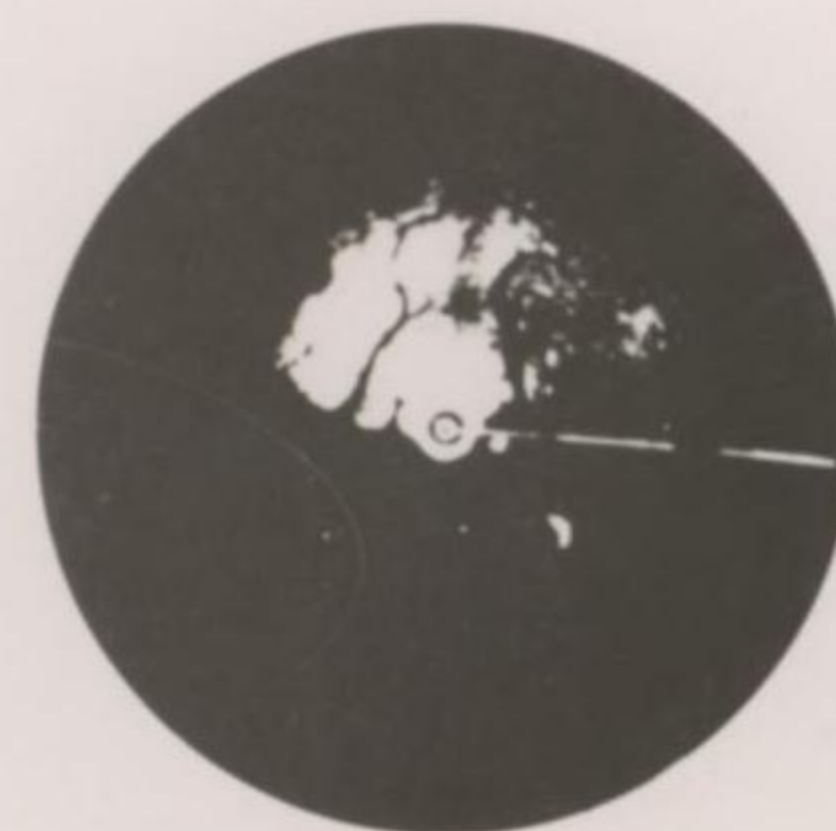
COURSE 43°00'M (42°00'T)  
SWEEP 10 MILES  
ALTITUDE: 21,000'  
16°43'00"N  
96°10'00"E



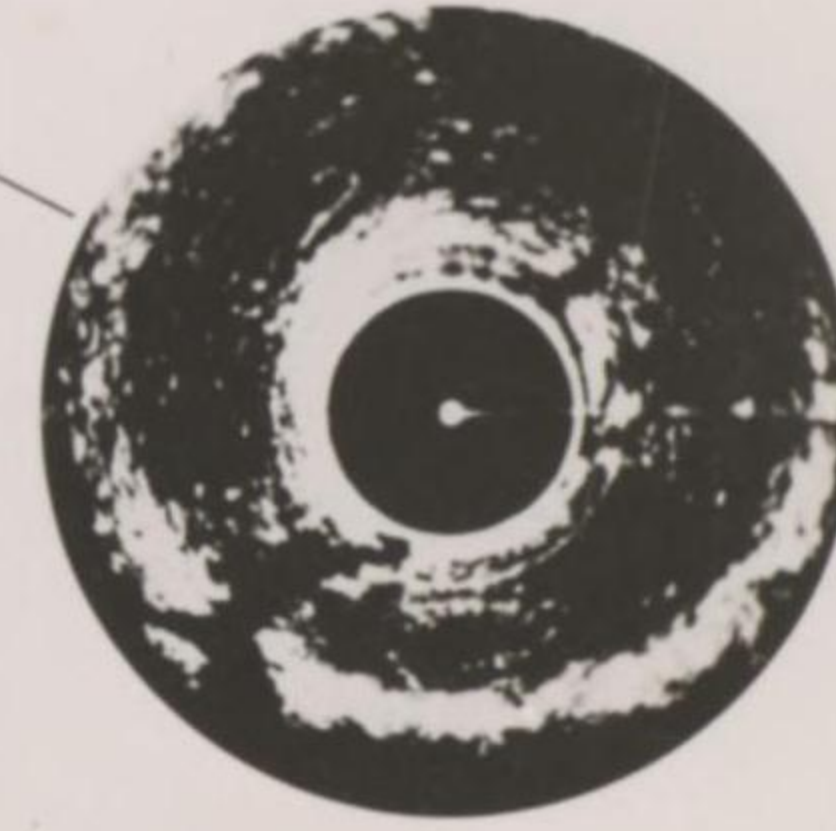
COURSE 42°00'M (41°00'T)  
SWEEP 20 MILES  
ALTITUDE: 21,000'  
15°44'00"N  
95°11'00"E



COURSE 43°00'M (42°00'T)  
SWEEP 10 MILES  
ALTITUDE: 21,000'  
16°50'00"N  
96°15'00"E



COURSE 96°00'M (95°00'T)  
SWEEP 50 MILES  
ALTITUDE: 20,900'  
15°43'00"N  
94°56'30"E



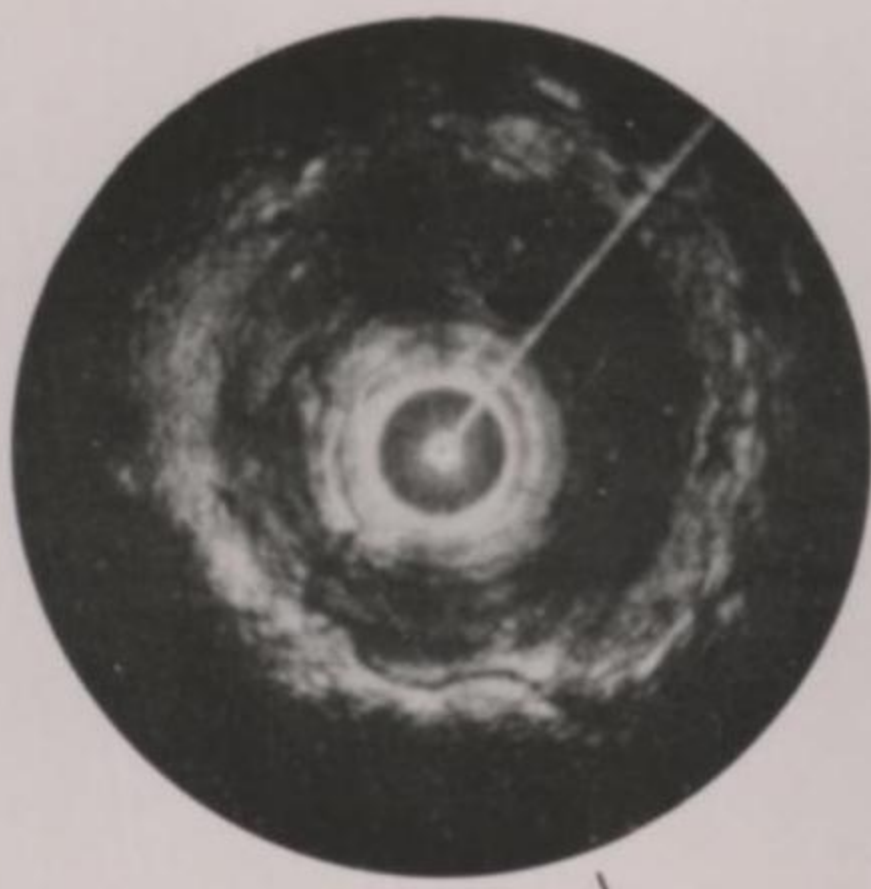
COURSE 91°00'M (90°00'T)  
SWEEP 10 MILES  
ALTITUDE: 21,000'  
16°51'00"N  
96°18'00"E



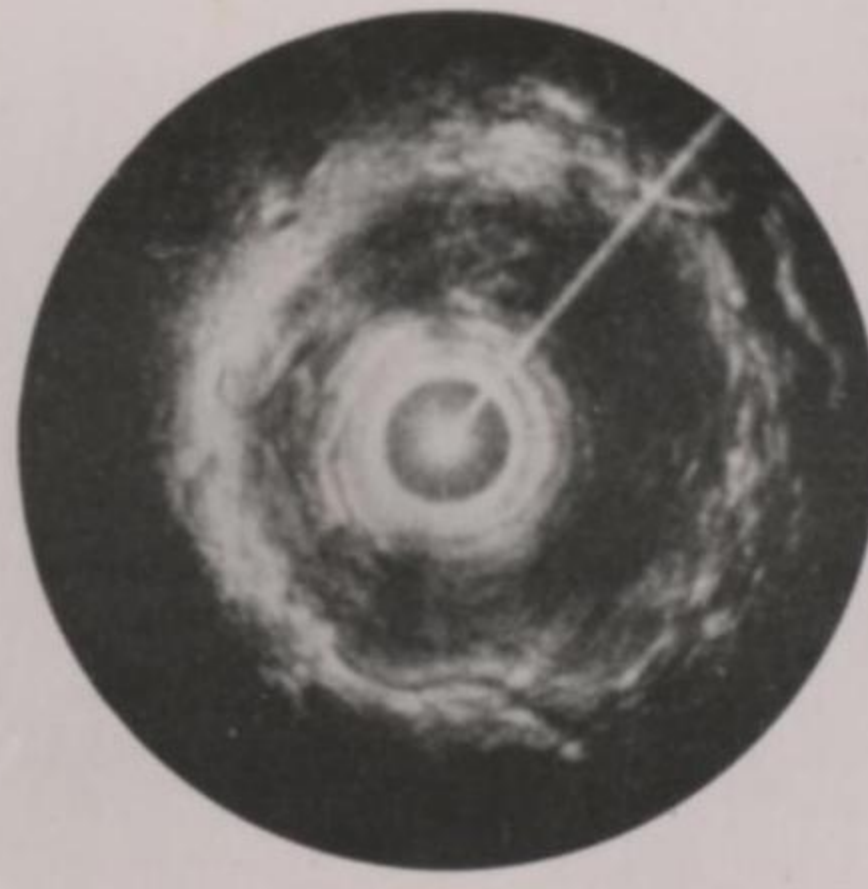
SECRET  
RADAR SCOPE PHOTOGRAPHS  
RANGOON AREA-BURMA



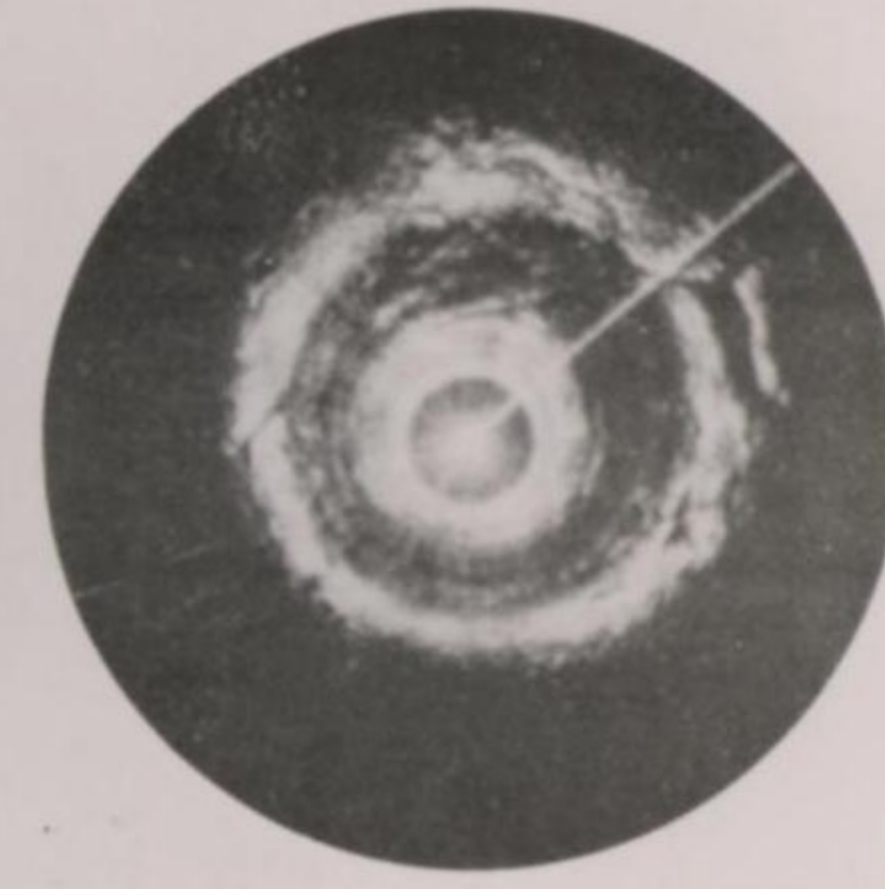
COURSE 101°M (100°T)  
ALTITUDE 21,000  
SWEEP 20 MILES  
15°46'00"N  
94°52'30"E



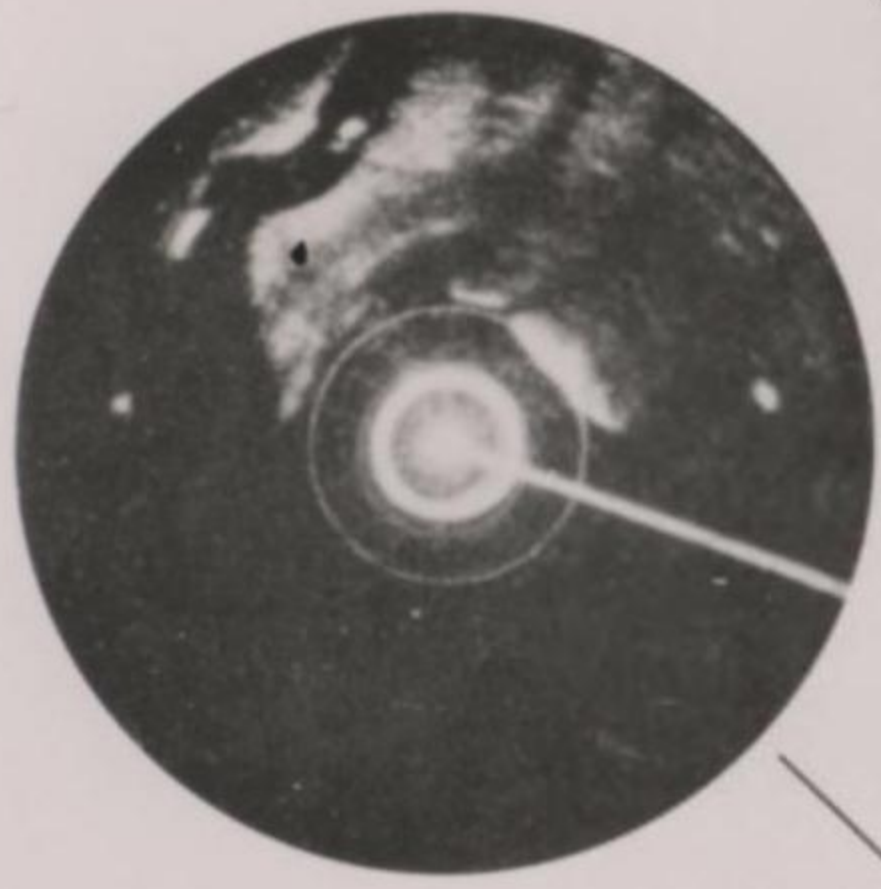
COURSE 41°M (40°T)  
ALTITUDE 21,000  
SWEEP 20 MILES  
16°38'00"N  
95°57'00"E



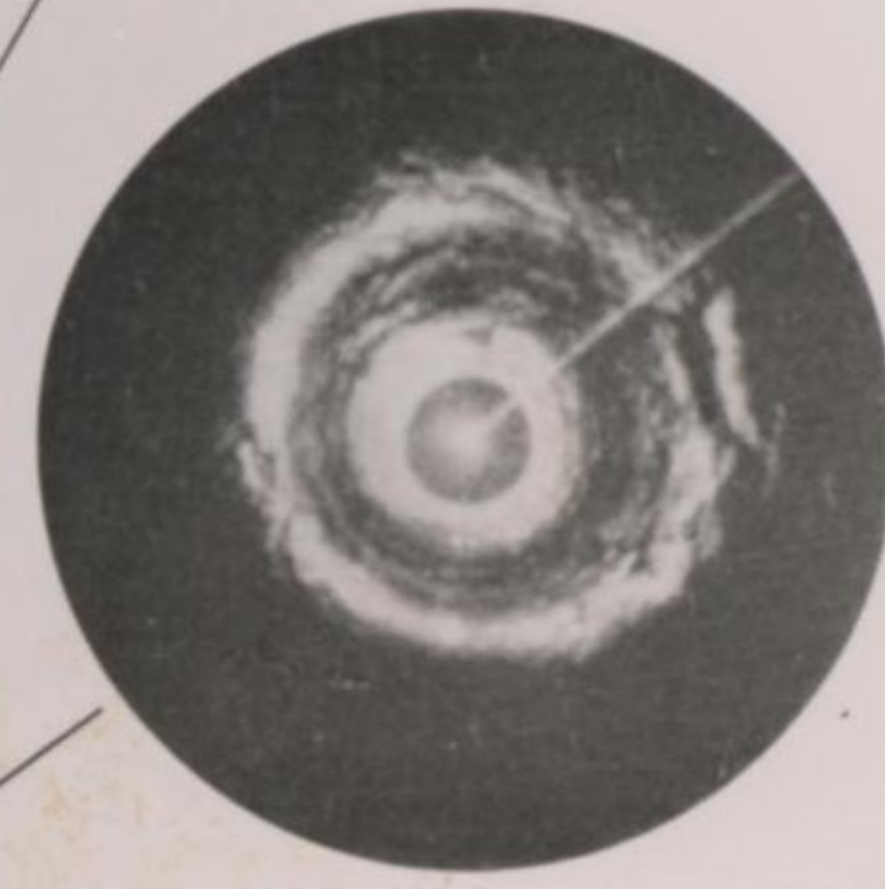
COURSE 41°M (40°T)  
ALTITUDE 21,000  
SWEEP 20 MILES  
16°38'15"N  
95°57'15"E



COURSE 51°M (50°T)  
ALTITUDE 21,000  
SWEEP 20 MILES  
16°40'00"N  
96°00'00"E



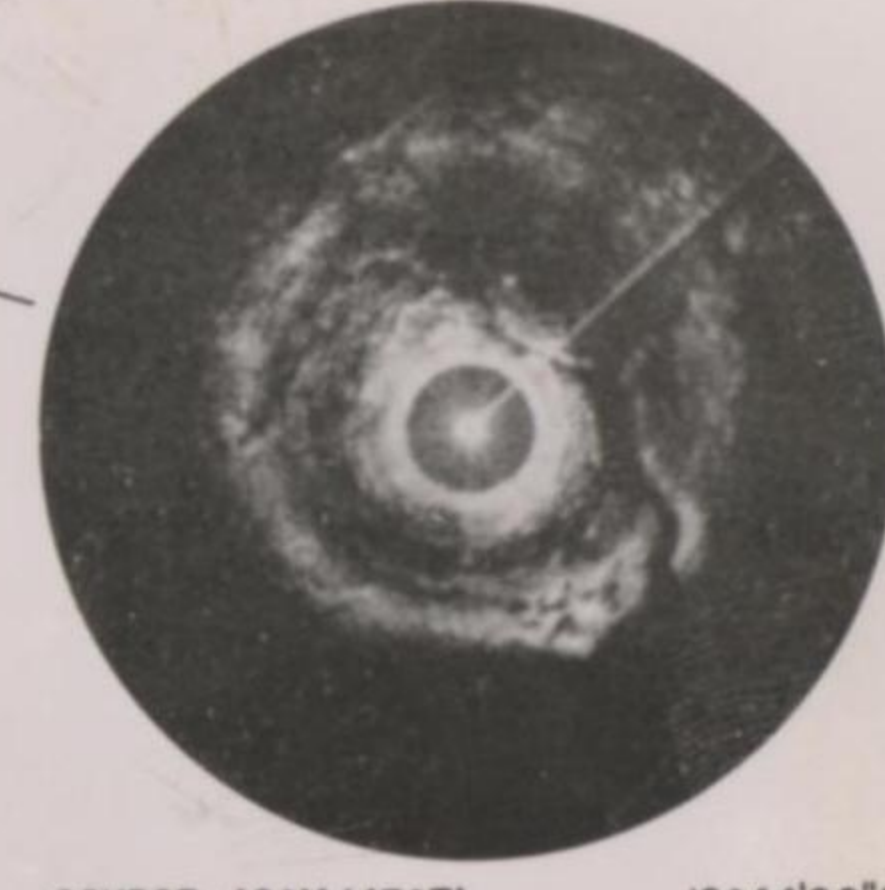
COURSE 111°M (110°T)  
ALTITUDE 21,000  
SWEEP 20 MILES  
15°52'00"N  
94°30'00"E



COURSE 52°M (51°T)  
ALTITUDE 21,000  
SWEEP 20 MILES  
16°40'15"N  
96°02'00"E



COURSE 146°M (145°T)  
ALTITUDE 21,000  
SWEEP 20 MILES  
15°53'00"N  
94°27'00"E



COURSE 48°M (47°T)  
ALTITUDE 21,000  
SWEEP 20 MILES  
16°44'00"N  
96°07'00"E

ORIGINAL PLOTTING ON A.A.F. AREO. CHARTS  
NO. 676 & 679

SECRET

PREPARED BY TARGET UNIT, INTELLIGENCE SECTION - XX BOMBER COMMAND

ALL LOCATIONS APPROX.

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R-82.2-F SHEET C

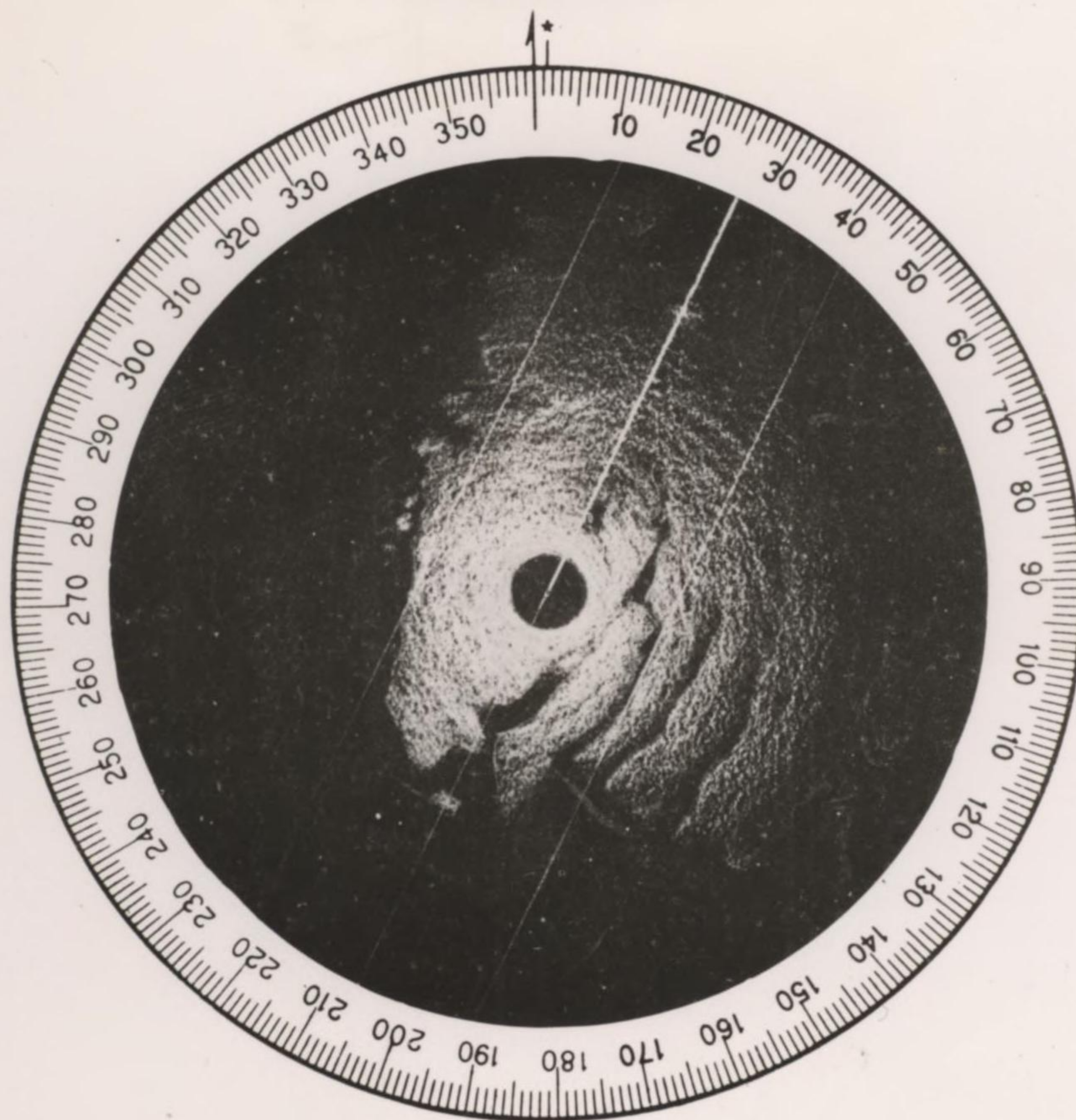
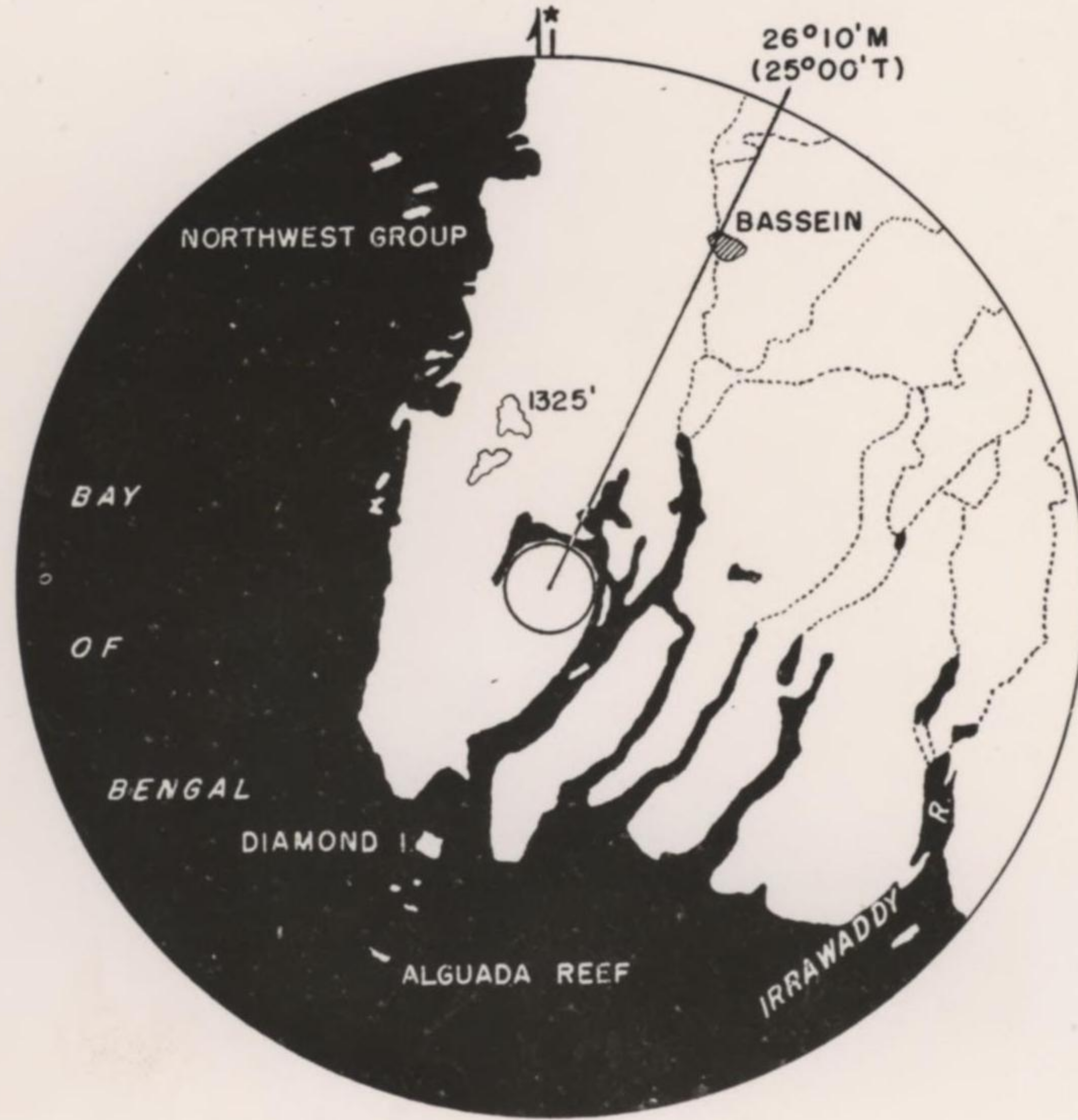
### PROBABLE APPEARANCE AT POINT "C"

35 MILES FROM TARGET

ALTITUDE: 25,000'

SWEEP: 50 MILES

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



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

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

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PREPARED BY TARGET UNIT—INTELLIGENCE SECTION — XX BOMBER COMMAND

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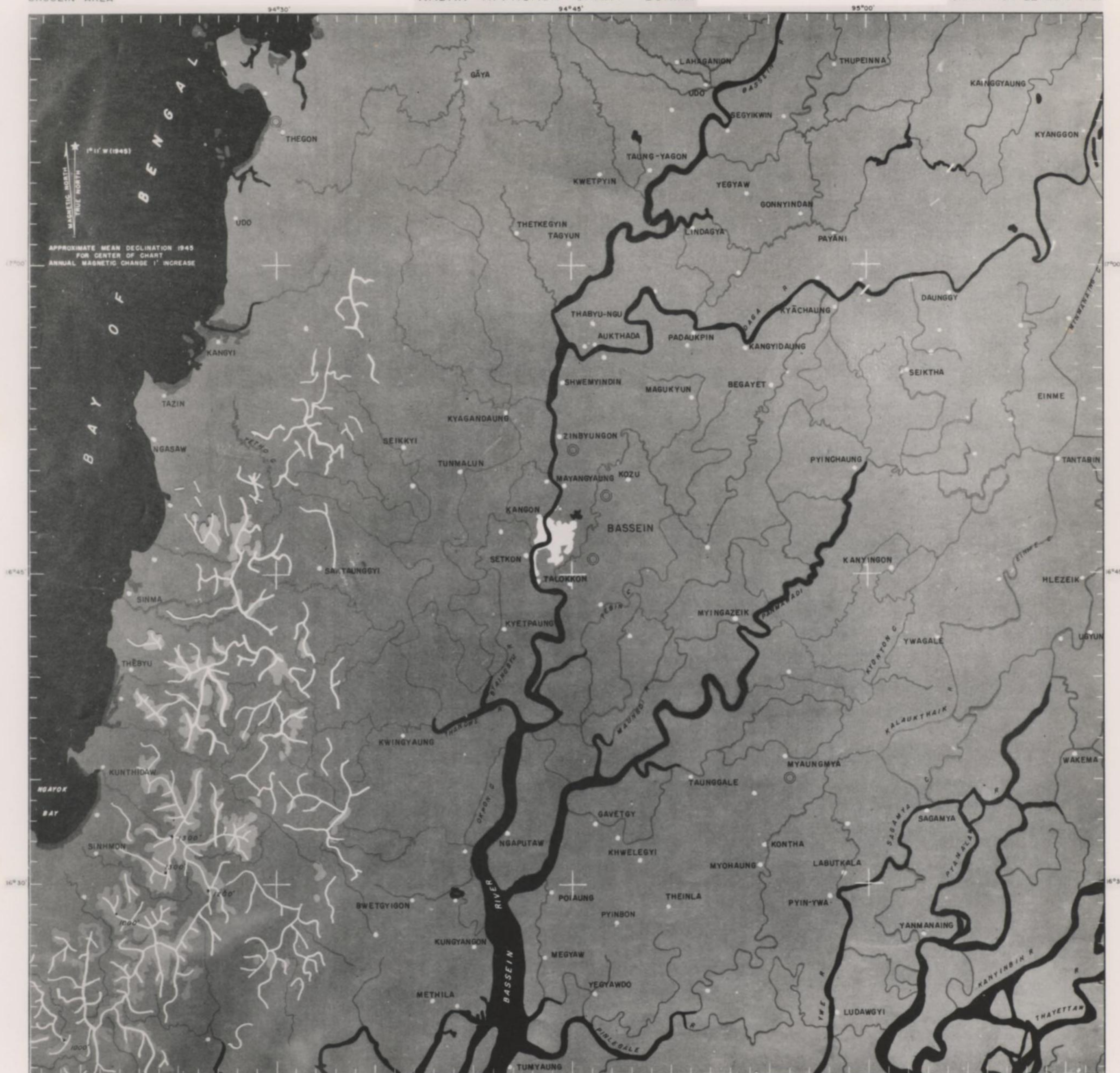
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BASSEIN AREA

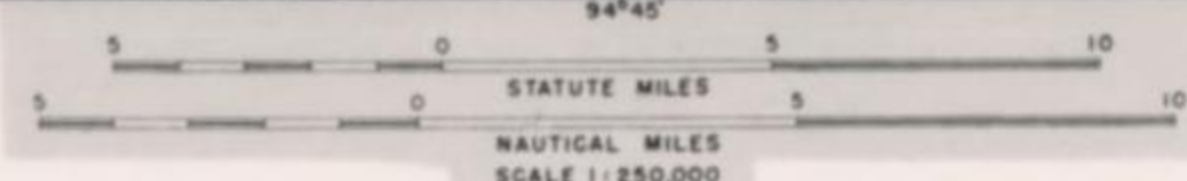
RADAR APPROACH CHART - BURMA

CHART NO. C-22 RESTRICTED



NAVY UNIT-INTELLIGENCE SECTION  
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RESTRICTED



RESTRICTED

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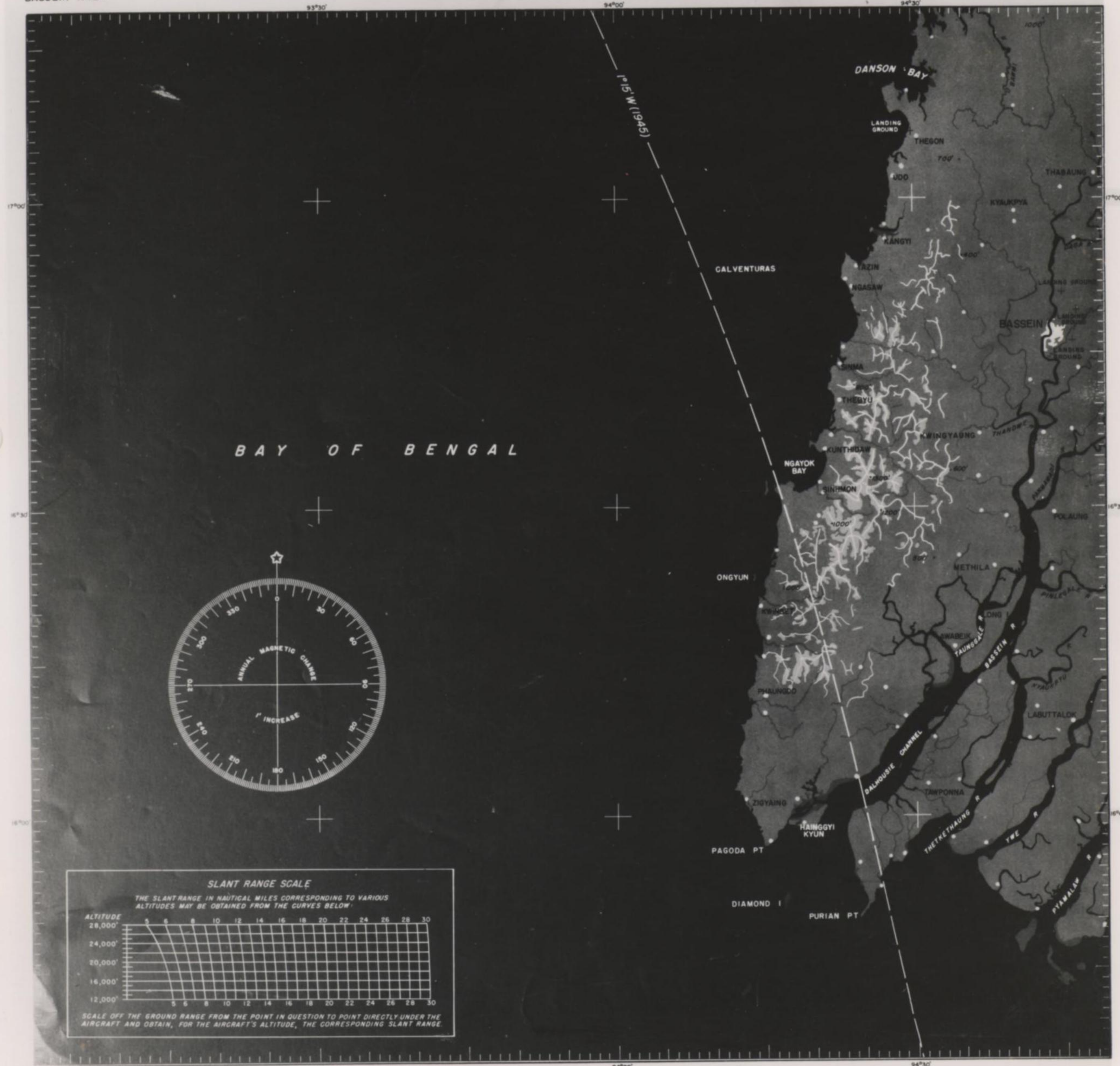
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BASSEIN AREA

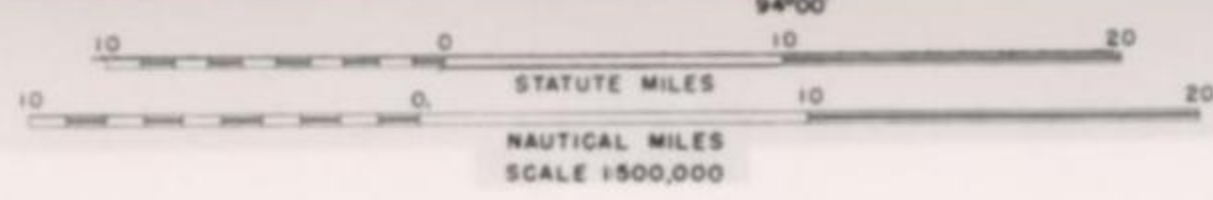
RADAR APPROACH CHART - BURMA

CHART NO B-24 RESTRICTED



NAVY INTL-GENE SECTION  
US BOMBER COMMAND

RESTRICTED



RESTRICTED

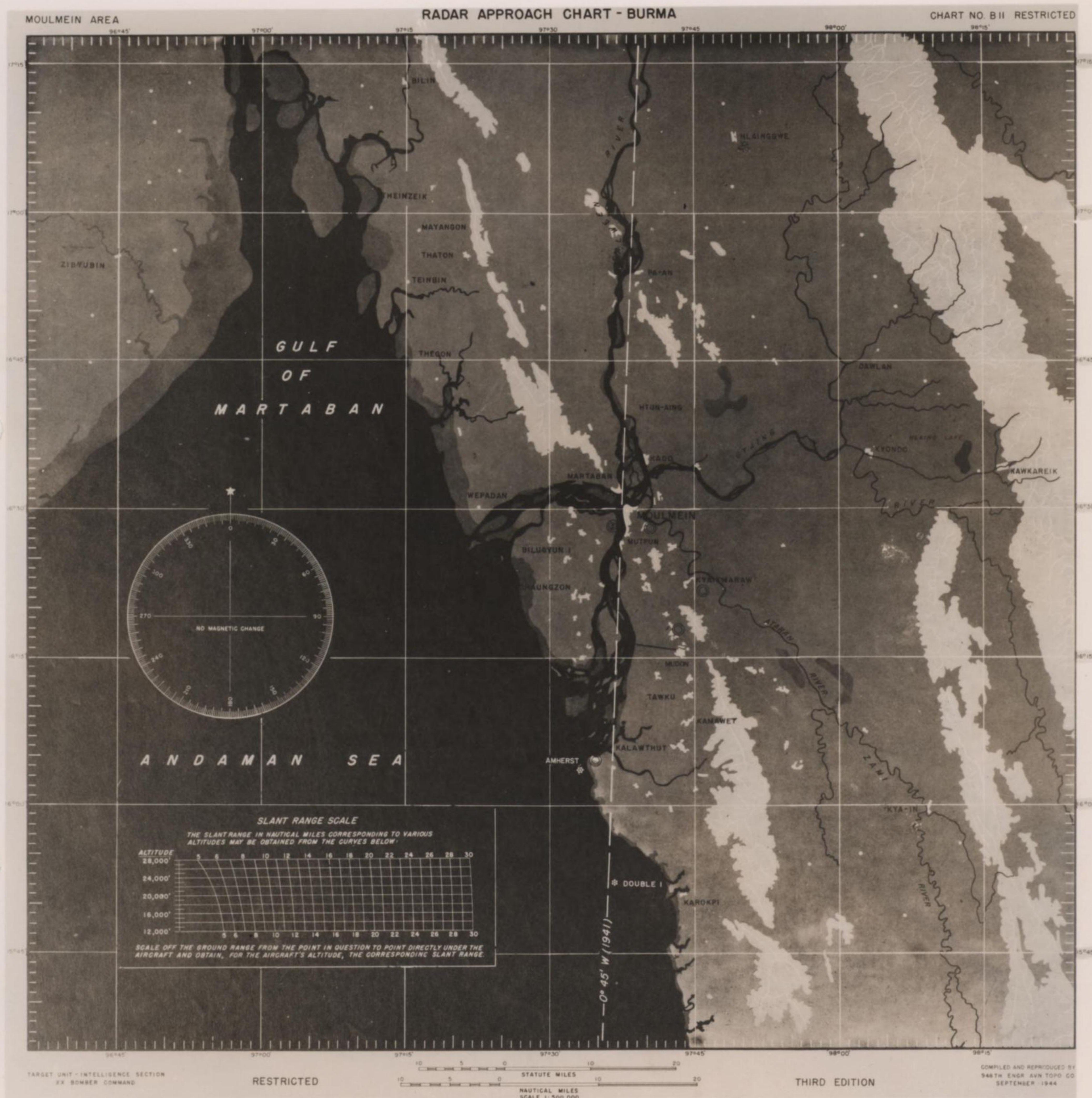
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Intelligence Section  
APO 493

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FLAK INTELLIGENCE  
BULLETIN NUMBER B-47 RANGOON - 16°31'N - 96°11'E 11 December 1944

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Reference: Figure 1, "Flak Clock - Approach", page 2.  
Figure 2, "Flak Clock - Withdrawal", page 3.  
Flak Intelligence Bulletin Number B-1, 29 October 1944.  
Section V, "Jap Antiaircraft Defenses", Weekly Intelligence  
Summary, Hqs, EAC, Number 15, 8 December 1944.

I. HEAVY ANTIAIRCRAFT DEFENSES

<u>Location</u>	<u>Site No.</u>	<u>Grid. Coord.</u>	<u>Occupied by</u>	<u>Last date photo cover</u>
<u>Rangoon</u>	6B	QL518367	6 HAA	2 -12-44
	10	529339	2 HAA (105mm)	2 -12-44
	24	484379	4 HAA	2 -12-44
	27	527341	1 HAA (105mm)	2 -12-44
	28	499403	6 HAA (105mm)	2 -12-44
	30	583433	4 HAA (Prob 105mm)	2 -12-44
	43	544386	5 HAA	30-11-44
	46	528338	2 HAA	2 -12-44
	48	517371	3 HAA	2 -12-44
<u>Mingaladon</u>	10	QL491494	4 HAA	30-11-44
	11	506496	4 HAA	30-11-44
	13	494533	4 HAA	30-11-44
	15	518505	1 HAA (Possible)	2 -12-44
<u>Elephant Point</u>	1	QQ713987	2 HAA	2 -12-44
<u>Rangoon River</u>	1	QL645144	2 HAA (Prob)	2 -12-44
	3	568299	2 HAA	28-10-44
<u>Sittang</u>	2	QG383158	4 HAA	30-11-44

II. FIRE ENCOUNTERED FROM THIS AREA

Rangoon Area Heavy antiaircraft fire has generally been moderate and accurate at altitudes of 15,000 to 20,000 feet under CAVU conditions.

Sittang Bridge Heavy antiaircraft fire has generally been meager and inaccurate at altitudes of 10,000 feet or above, under CAVU conditions.

III. WARNING NETS

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

IV. SMOKESCREENS, BARRAGE BALLOONS, HIGH-ALTITUDE BALLOONS

No definite information.

V. RECOMMENDED ROUTES OF APPROACH AND WITHDRAWAL Ref: Figs 1 and 2.

IN Headings: 0° through 70° or 230° through 300°.  
OUT Headings: 45° through 120° or 180° through 220°.

VI. SOURCES OF INFORMATION

- Section V, "Jap Antiaircraft Defenses", W.I.S., E.A.C., through #15, 8 December 1944.
- PQ Reports, C.P.I.C., S.E.A., through PQ #94.

Distribution:  
Squadrons

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

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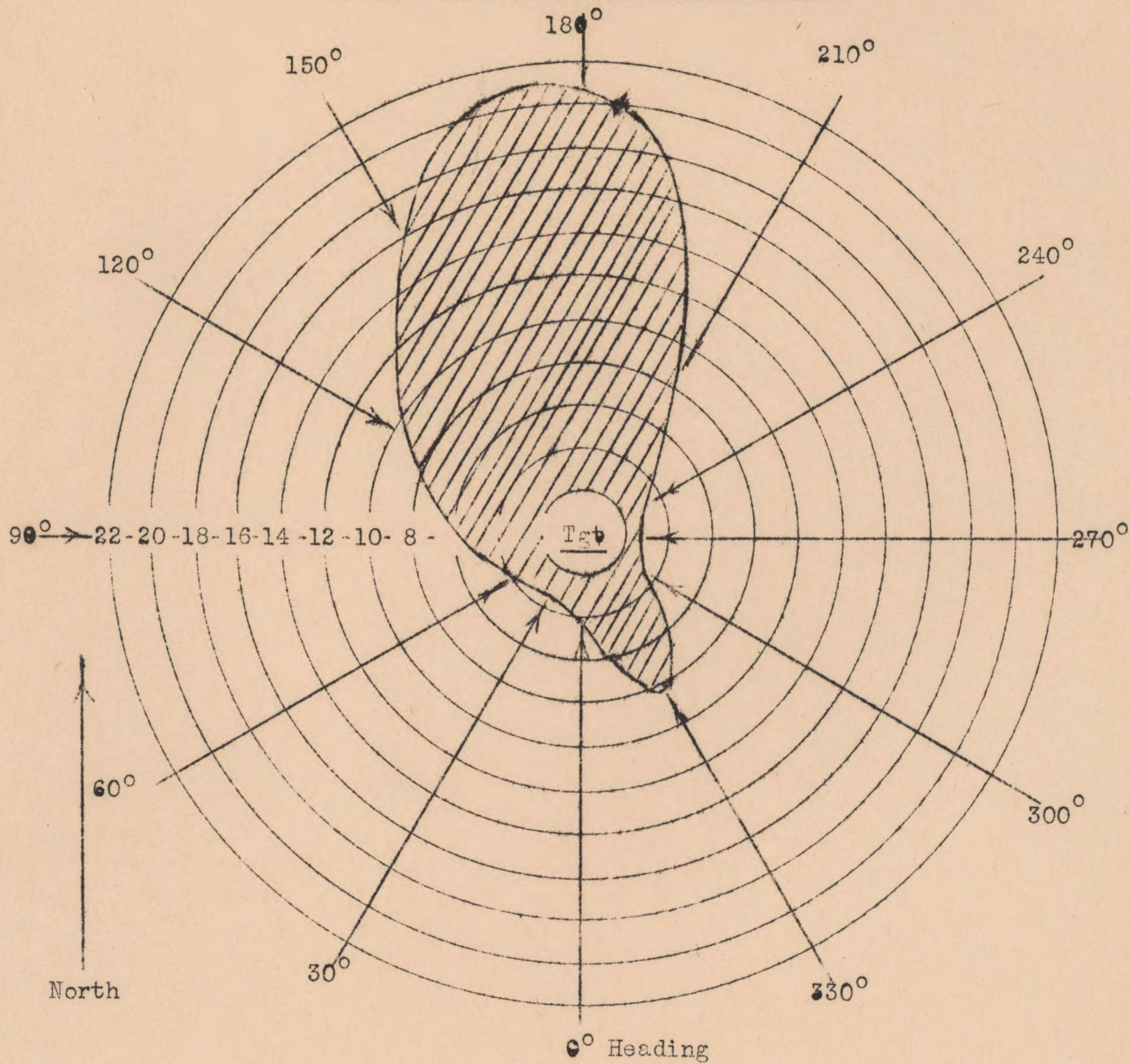
F L A K C L O C K - R A N G O O N

A P P R O A C H

Flak Officer, Intelligence Section  
XX Bomber Command

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

0° through 70° and 230° through 300°



Wind: 15-20 mph from 270 degrees  
Altitude: 20,000 feet  
Ground Speed: 290 mph  
Gun: Japanese 75mm  
Group of A/C, straight and level flight until bombs away.

TARGET: RANGOON RR STATION.

Photo Cover to 2 Dec 44 shows:  
41 - 75mm  
9 - 105mm  
4 - Prob 105mm  
54 - Total HAA Guns  
(Including RANGOON,  
MINGALADON, RANGOON RIVER,  
and ELEPHANT POINT)

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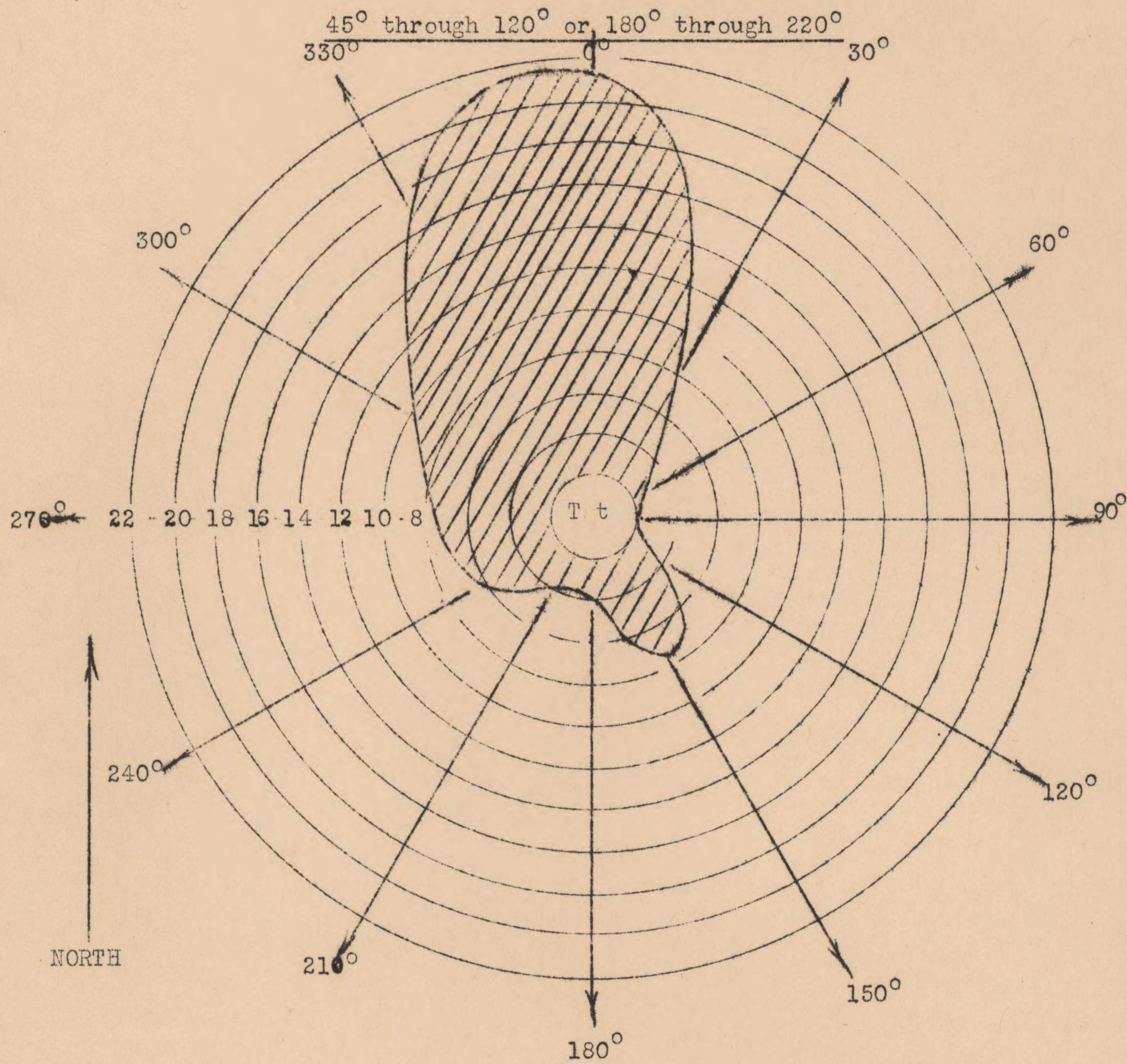
C O N F I D E N T I A L

F L A K C L O C K - R A N G O O N

W I T H D R A W A L

Flak Officer, Intelligence Section  
XX Bomber Command

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



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Altitude: 20,000 feet  
Ground Speed: 290 mph  
Gun: Japanese 75 mm  
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XX BOMBER COMMAND  
APO 493

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