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3. a. The 40th Bombardment Group dispatching its aircraft as rapidly as possible from its India Base beginning at 2342Z on D minus one will bomb from 21,000 feet true.

ASSEMBLY POINT NO. 1: Mouth of SUBARNAREKHA RIVER (21°34'N, 87°21'E).

- b. The 444th Bombardment Group dispatching its aircraft as rapidly as possible from its India Base beginning at 2349Z on D minus one will bomb from 22,000 feet true.

ASSEMBLY POINT NO. 1: Mouth of HOOGLHY RIVER (21°47'N, 87°52'E).

- c. The 462nd Bombardment Group dispatching its aircraft as rapidly as possible from its India Base beginning at 2344Z on D minus one will bomb from 23,000 feet true.

ASSEMBLY POINT NO. 1: RAILROAD BRIDGE (23°27'N, 87°53'E).

- d. The 468th Bombardment Group dispatching its aircraft as rapidly as possible from its India Base beginning at 2351Z on D minus one will bomb from 20,000 feet true.

ASSEMBLY POINT NO. 1: HALLIDAY ISLAND (21°38'N, 88°38'E).

- x. (1) LAST RESORT TARGET: Military stores area at TAUNGUP, BURMA (18°51'N, 94°16'E), AAF Folder No. 82.2 XX Bomber Command Target No. 82.2-C.

(2) Each Group will dispatch 12 aircraft against the target.

(3) Insofar as possible, only aircraft equipped with center wing section tanks will be used.

(4) ASSEMBLY PLAN: Three plane elements will assemble over the field. 12 plane formations will assemble at designated first assembly point. If weather conditions enroute necessitate assembly at assembly point number two, assembly will be accomplished at bombing altitudes.

(5) BOMB LOADING: A maximum number per aircraft of 500# AN-M64 GP (TNT filled) bombs. Fuzed .1 second nose and .025 second tail.

(6) Strike photos will be taken by as many aircraft as possible.

4. Administrative and Supply Details: No. change.

5. a. (1) Signal Communications: See Annex No. 3, Signal Instructions.

(2) RCM: See Annex No. 4, RCM Instructions.



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b. Command Post: Headquarters, XX Bomber Command, APO 493.

By command of MAJOR GENERAL LEMAY:

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

OFFICIAL:

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

ANNEXES:

1. Intelligence summary
2. Radar Folder
3. Signal Instructions
4. RCM Instructions

DISTRIBUTION:

- 1 - CG, Twentieth Air Force
- 1 - CG, AEF, IBS, CBI, (less Annex No. 1)
- 1 - CBI, AEF Evaluation Board
- 1 - CG, XX Bomber Command
- 1 - Chief of Staff, XX Bomber Command
- 1 - D/CS, Operations
- 2 - Chief, Intelligence Section
- 2 - Chief, Opns, Plans & Tng Section
- 3 - CO, 40th Bomb Group
- 3 - CO, 444th Bomb Group
- 3 - CO, 462nd Bomb Group
- 3 - CO, 468th Bomb Group

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By AB NARA Date 10/18/05



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\* By Auth of the C.G. \*  
\* XX Bomber Command \*  
\* 29-10-44 JLG \*  
\* Date Initials \*  
\*\*\*\*\*

ANNEX NO. 1 TO FIELD ORDERS NO. 14, XX BOMB COMD

I. OPERATIONAL INTELLIGENCE

SECTION I: ENEMY GROUND SITUATION

For most recent changes in battle line and order of battle refer to radio-gram extract reports sent out by this Headquarters, dated 29 October.

SECTION II: ENEMY ORDER OF BATTLE -- SEA

No major enemy naval units are known to be operating in the vicinity of Rangoon, off the West coast of Burma, or in the Bay of Bengal. Any information on enemy naval units of concern to this mission will be disseminated by secret radio prior to the final mission briefing.

SECTION III: ENEMY ORDER OF BATTLE -- AIR

1. For the latest available estimate of Japanese air strength in Burma, see Secret Letter, This Headquarters, Subject: "Air Estimate Burma," dated 27 October 1944.

2. For this mission no enemy interception is predicted en route to and from the target area, with that over the Rangoon area predicted as weak to moderate. The Japanese have sufficient fighter strength in Burma to provide strong interception over Rangoon but the dispersal of aircraft as revealed by photo reconnaissance plus the general employment of enemy aircraft in recent weeks do not lead to the belief that strong interception will be encountered.

SECTION IV: ENEMY AIRCRAFT

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

SECTION V: ENEMY AIRFIELDS

1. For the latest available data on enemy airfields in Burma, refer to:

(a) Provisional Airfield List (Confidential), Southeast Asia (Burma, French Indo China, Malaya, Thailand), Report No. 3, dated 25 July 1944, published by Washington.

(b) Photograph of operational Airfield Map for Burma as of September, published by Air Command South East Asia (Secret).

(c) Secret Letter, this Headquarters, Subject: "Air Estimate - Burma, dated 27 October 1944.

SECTION VI: ENEMY ANTI-AIRCRAFT

Refer to Flak Intelligence Bulletin number B-1, dated 29 October.

SECTION VII: EVASION AND ESCAPE

Refer to "Bulletins on Escape and Evasion," No's 7 and 11 of 19 May and 5 October respectively. Any additional information or pertinent changes will be disseminated by secret radio prior to mission briefing.

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SECTION VIII: PRISONER OF WAR CAMPS

None known to be in Target Areas. Refer to "Japanese P.O.W. Camps", issued by P.O.W. Unit, XX Bomber Command and distributed in July.

SECTION IX: AIR SEA RESCUE

Details will be disseminated by secret radio prior to the final mission briefing. No submarines are to be attacked in the Bay of Bengal. See Signal Instructions for communications procedures.

SECTION X: NAVIGATOR'S AID CHART

No navigators aid is provided for this mission. Information on emergency fields will be disseminated prior to the final briefing.

II. TARGET INTELLIGENCE

SECTION I: LIST OF VISUAL TARGET DATA

1. Primary Target:

XX Bomber Command Target Chart No. 41.  
XX Bomber Command Perspective Chart No. 41A.  
Target Chart and Mosaic No. 100 - 1B.  
Objective Folder Data Sheet No. 82.2 - 23 (for briefing).

2. Last Resort Target:

Objective Folder Data Sheet No. 82.2 - C (for briefing).

SECTION II: LIST OF RADAR MATERIAL

1. Primary Target:

XX Bomber Command Radar Approach Chart No. B - 11.  
XX Bomber Command Radar Approach Chart No. B - 14.  
Radar Scope Sheet R 82.2 - 23 - A.  
Radar Scope Sheet R 82.2 - 23 - B.

2. Last Resort Target:

No data.

By command of MAJOR GENERAL LEMAY:

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

OFFICIAL:

*James D. Garcia*  
JAMES D. GARCIA,  
Colonel, Air Corps,  
Chief, Intelligence Section.



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.Initials *YDA*  
.Date 29 Oct 44

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ANNEX NO. 2 TO FIELD ORDERS NUMBER 14, XX BOMBER COMMAND

RADAR FOLDER

1. Lead Crew radar operators using the AN/APQ-13, will employ the standard radar-bombsight procedure against the target. Lead and Deputy lead radar operators will operate radar equipment continuously. All other radar operators in formation will operate the equipment periodically as a navigational aid, to check equipment and for the purpose of taking scope pictures. All operators except the lead operator and in aircraft equipped with scope cameras will switch the AN/APQ-13 to "Stand-by" on the bombing run if the lead aircraft signals interference difficulty.
2. Scope cameras will be installed in deputy lead, second deputy lead and as many other aircraft as possible, commensurate with the number of scope cameras available. Radar scope photographs will be taken as presently prescribed, at approximately one-mile intervals while on the bomb run, at the instant of bomb release, and at approximately one-mile intervals after leaving the target.
3. The SCR-729 and SCR-695 will be operated in accordance with the Tactical Doctrine and the current SOI, with IFF on code position 2 on the outbound flight and code position 1 on the inbound flight. In addition, the SCR-729 may be used to home on IFF installed in air-sea rescue craft when necessary.
4. The final rendezvous point is DIAMOND ISLAND located at 15° 52' N and 94° 17' E. From this point all aircraft will fly a course of 104° M to the I.P., KLINGTEAUNG ISLAND, located at 15° 42' N and 95° 02' E. From this point all aircraft will fly a course of 47° M to the target, the MALLAGON MARSHALLING YARDS, RANGOON, BURMA, located at 16° 47' N and 96° 11' E.
5. Two (2) predicted scope drawings, on this axis of attack, have been furnished for detailed study. Scope Drawing "A" is twelve (12) miles before an on course check point, an island in a bend of the TO RIVER, located at 16° 27' N and 95° 50' E and thirty-two (32) statute miles before the target. Drawing "B" is predicted for a point twelve (12) miles before the target. In addition (2) 1:500,000 radar navigation maps are furnished.
6. The city of RANGOON is bordered on the West and South by the RANGOON RIVER and on the East by the PALZUNDAUNG CREEK. The target is located on the north-east side of the city and will be lost in the general return from the city. The target is located

-1-

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3,800' Southwest of the intersection of the axis of attack with PAZUNDAUNG CREEK and 12,800' Northeast of the intersection of the axis of attack with the RANGOON RIVER.

7. The last resort target is the MILITARY STORES AREA, TAUNGUP, BURMA, located at 18° 51' N and 94° 16' E.

By Command of MAJOR GENERAL LEMAY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Leonard S. Hermelin*  
LEONARD S. HERMELIN  
Major, Air Corps  
Ass't Communications Officer

Exhibits:

"A" - Scope Drawings "A" and "B" and one (1) radar navigation map, to be furnished prior to take-off; and one (1) radar navigation map for:

MALAGON MARSHALLING YARDS, RANGOON, BURMA 23 - 82.2

-2-

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EXHIBITS TO RADAR ANNEX

Mission No. 14

3 November 1944

The exhibits to Annex 2 (Radar) of Field Orders Number 14 and their approximate original size are as follows:

<u>Sequence</u>	<u>Title or Description</u>	<u>Size in Inches</u>
1	Probable appearance at Point A	8 1/4 by 16 3/4
2	Probable appearance at Point B	8 1/4 by 16 3/4
3	Approach Chart No. B - 14	16 1/2 by 16 3/8
4	Approach Chart No. B - 11	16 1/4 by 16 5/8

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R-82.2-23 SHEET A

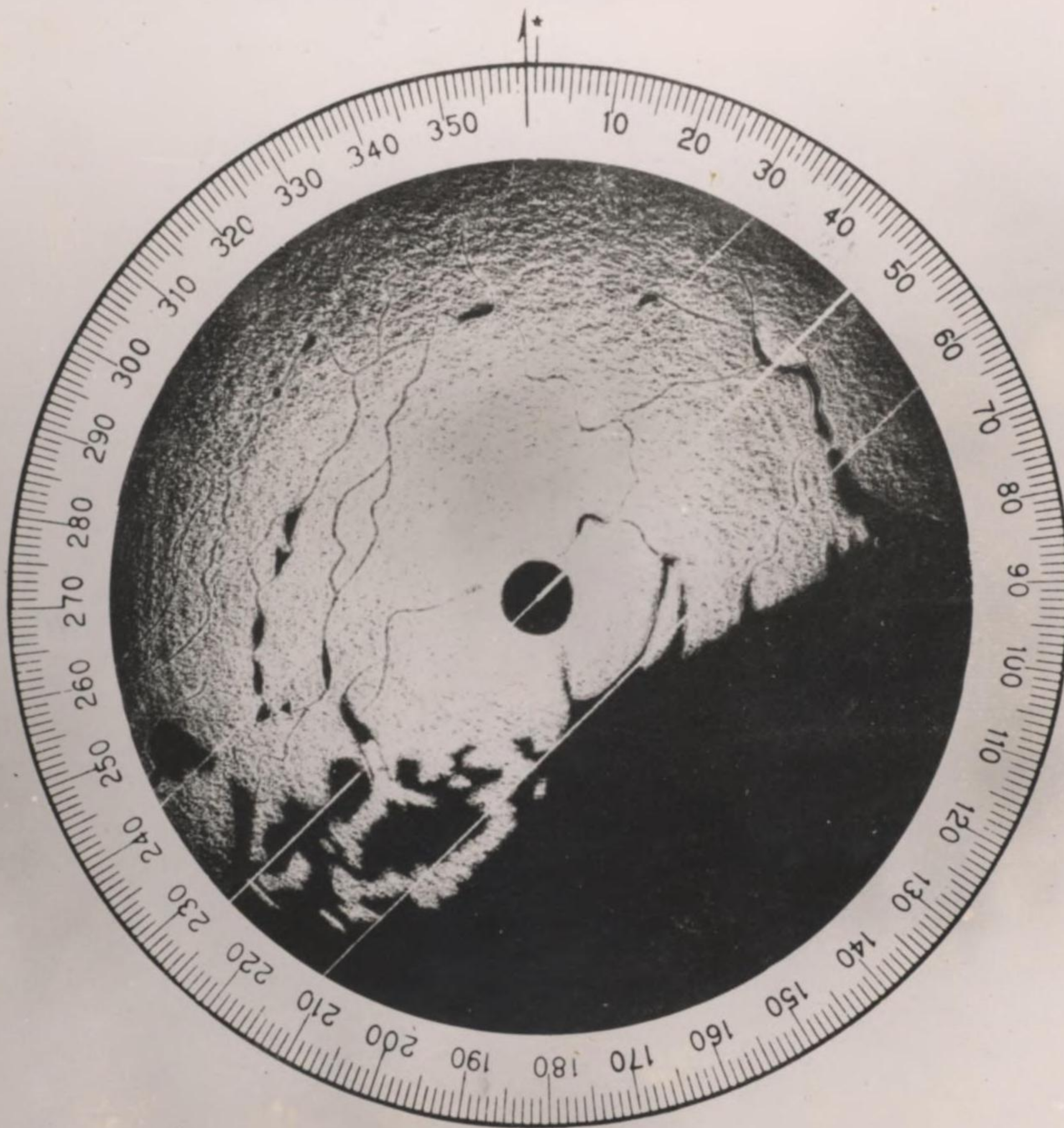
### PROBABLE APPEARANCE AT POINT "A"

12 MILES FROM CHECK POINT

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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89

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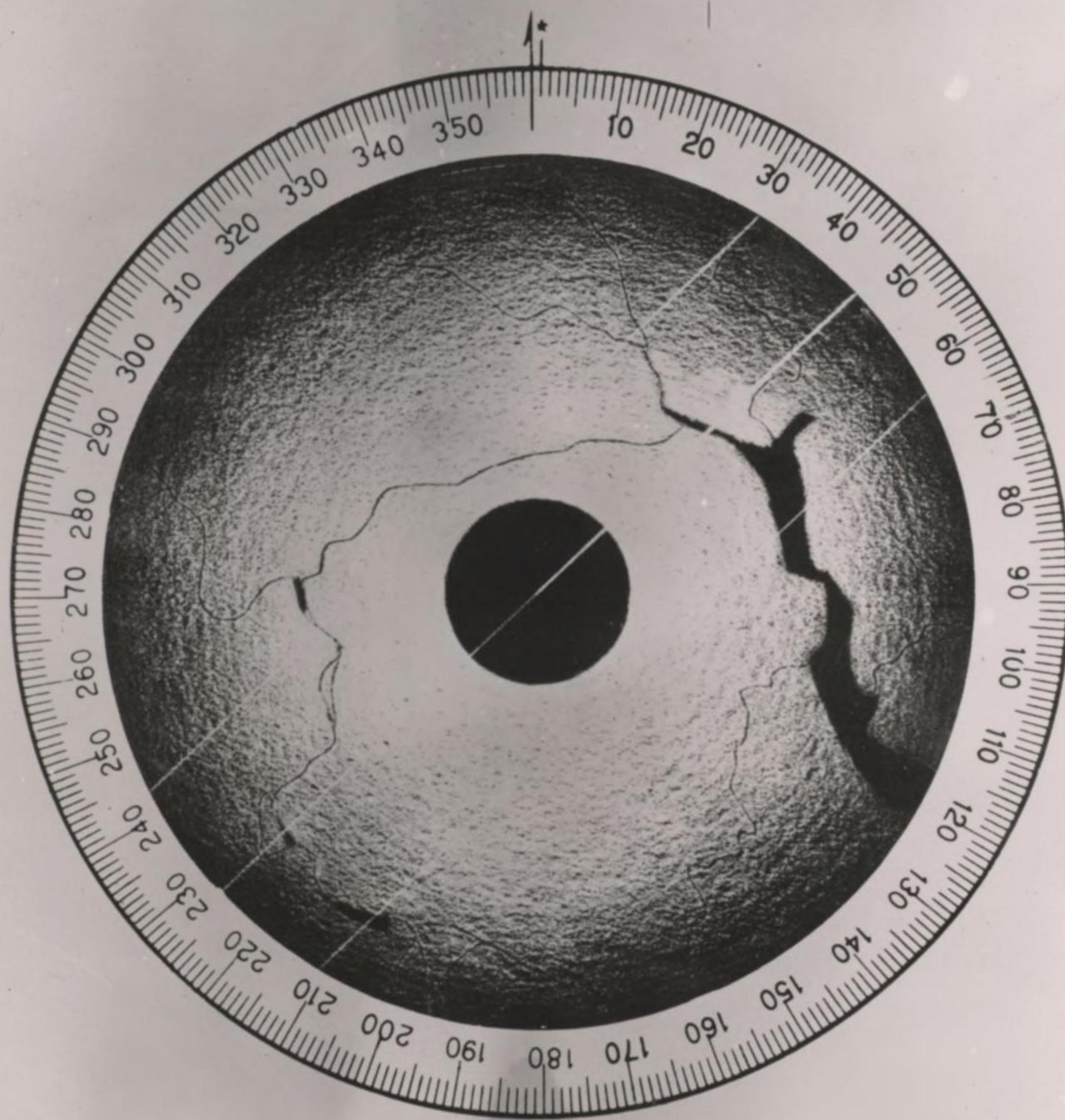
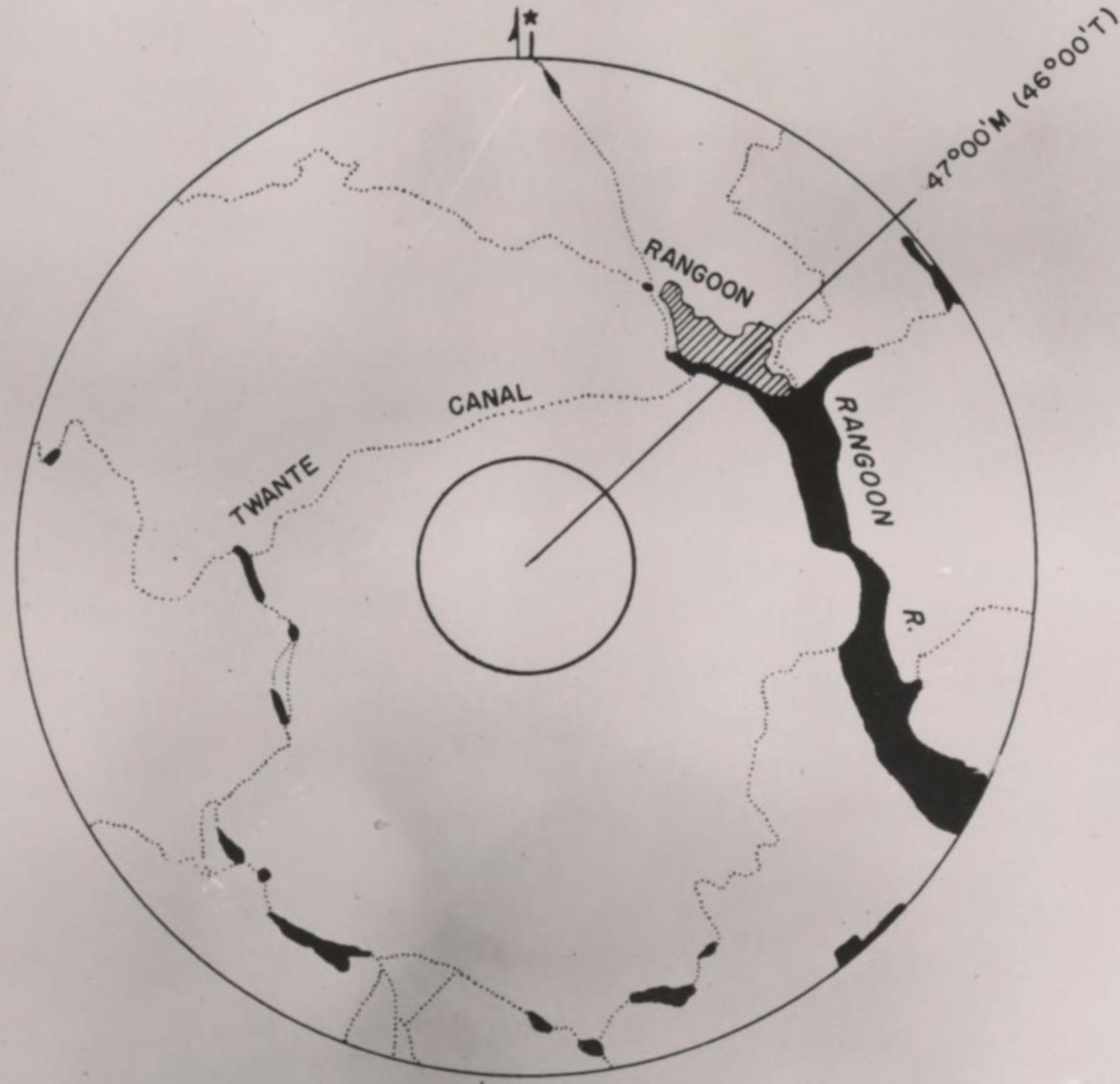
### PROBABLE APPEARANCE AT POINT "B"

12 MILES FROM TARGET

ALTITUDE: 25,000

SWEEP: 20 MILES

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



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

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

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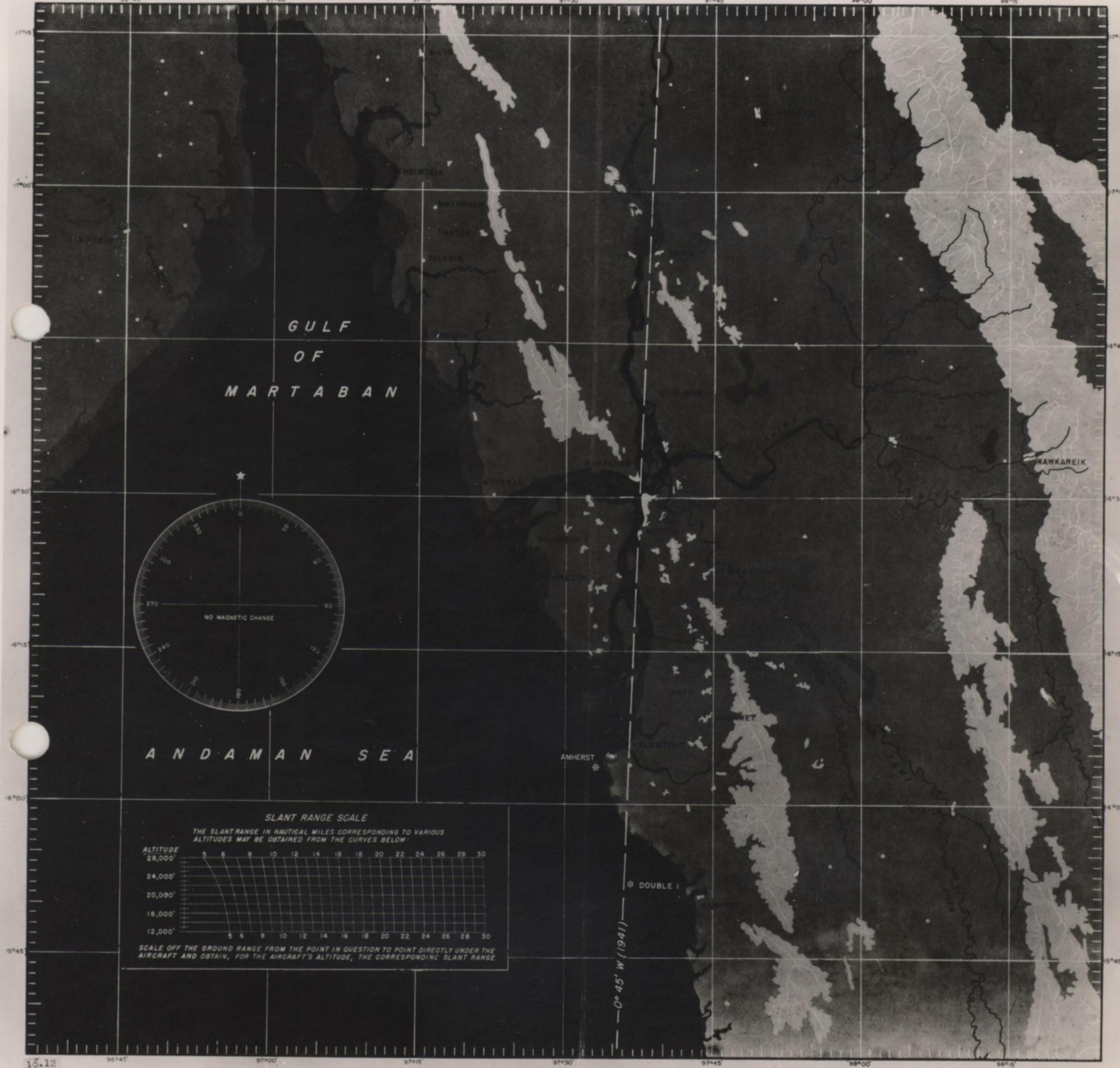
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TARGET UNIT - INTELLIGENCE SECTION  
XX BOMBER COMMAND

RESTRICTED

STATUTE MILES  
NAUTICAL MILES  
SCALE 1:500,000

THIRD EDITION

COMPILED AND REPRODUCED BY  
948TH ENGR AVN TSGD CG  
SEPTEMBER 1944

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: Initials: AKA :  
: Date: 28 Oct 44 :  
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ANNEX NUMBER 3 TO FIELD ORDER NUMBER 14 XX BOMBER COMMAND

SIGNAL INSTRUCTIONS

1. Air-ground communication will be conducted between aircraft and air-ground station of Group to which aircraft is assigned. Communication will be carried on using call signs and frequencies listed in SOI effective on date of mission.

2. Aircraft will work air-ground stations using normal call-up and answer procedure.

3. All messages which aircraft are hereinafter directed to transmit will be relayed, by the most expeditious means available, to the Hijli Aircraft Control Center, immediately upon receipt by the Group ground stations. Messages received in the clear will be relayed in the clear. Messages received in code will be relayed as received.

4. Hijli Aircraft Control Center will standby, as an alternate ground station, using call signs and frequencies listed in SOI effective on date of Mission. Aircraft Control Center may be contacted at any time airplane commander so desires.

5. W/T and R/T call signs for aircraft will be as assigned in current SOI.

6. Aircraft will maintain radio silence from takeoff until target area is reached, except as noted in paragraph 9 below, when radio silence will be broken if intercepted and "attack message" sent in clear.

7. "Bombs away" message will be sent immediately after bombing has been accomplished.

8. "Attack messages" and "Bombs away" messages will be prepared and transmitted as is done on China based missions, refer to Section VIII - Communications - current Tactical Doctrine. Procedure to be followed by aircraft in the event an emergency occurs will also follow the provisions of that publication.

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9. Air-to-air command communication will be conducted on assigned Group air-to-air command frequencies. Radio silence may be broken at any time the airplane commanders deems it necessary to engage in this type of communication. This type of transmission will be kept to a minimum, especially on the flight to the target.

10. All messages requiring encoding will be encoded in Series "U" Rekoh CS 0251. This code will be carried by aircraft during the mission.

11. Very pistol flare colors and colored lens inserts for use with the aldis lamp to be used for identification purposes will be as assigned in current SOI.

12. Landing and takeoff reports will be submitted as on missions based in China, refer to Section VIII - Communications - current Tactical Doctrine. Code words for this use are as follows:

- a. 40th Bomb Group: HANDSOMELY
- b. 444th Bomb Group: HYPODERMIC
- c. 462nd Bomb Group: JOURNALIZE
- d. 468th Bomb Group: LIVERYMANS

13. Airplane commanders are cautioned not to depend on enemy radio stations as navigational aids. They are also advised, however, that any India broadcasting station may be used for this purpose.

14. Signal supply: no change.

15. Index 1-15 to SOI will be in effect.

By command of MAJOR GENERAL LEMAY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Fred K. Durni*  
FRED K. DURNI *By R. E. N. D.*  
Captain, Air Corps  
Asst. Communication Officer

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Auth: CG, XX BC  
Initials: *WJ*  
Date: 29 Oct. 44

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ANNEX NO. 4 TO FIELD ORDERS NO. 14 XII BOMB COMD

RCM INSTRUCTIONS

1. Each Group will furnish three (3) RCM equipped aircraft, each with one RCM Observer. Search will be continuous from nine one degrees (91°) East Longitude to target and return.
2. The Bombardment Groups will search the following bands:
  - A. 40TH BOMBARDMENT GROUP:  
One (1) aircraft will search from 1000-3000 Mc. One (1) aircraft will search from 40-100 Mc. as far as nine five (95°) East longitude and 150-250 Mc. in target area. One (1) aircraft will search 300-1000 Mc. band.
  - B. 444TH BOMBARDMENT GROUP:  
Two (2) aircraft will search 150-250 Mc.  
One (1) aircraft will search 300-1000 Mc.
  - C. 462ND BOMBARDMENT GROUP:  
One (1) aircraft with D/F antenna if available, will search 70-220 Mc. One (1) aircraft will search from 1000-3300 Mc. One (1) aircraft will search from 300-1000 Mc.
  - D. 468TH BOMBARDMENT GROUP:  
Two (2) aircraft with D/F antennas if available, will search the 70-220 Mc. band. One (1) aircraft will search the 1000-3300 Mc. band.

By Command of MAJOR GENERAL LEMAY:

JOHN E. UPSTON  
Brigadier General, USA  
Chief of Staff

OFFICIAL:

*Leonard S. Hermelin*  
LEONARD S. HERMELIN  
Major, Air Corps  
Asst. Communications Officer

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ANNEX

P

SUPPLEMENTAL INFORMATION

- I - Letter, Air Estimate - Burma
- II - Radiogram, Ground Situation
- III - Antiaircraft Information
- IV - Target Information

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S E C R E T

HEADQUARTERS  
XX BOMBER COMMAND  
INTELLIGENCE SECTION  
APO 493

27 October 1944

SUBJECT: Air Estimate - Burma

TO : Intelligence Officer, 40th Bomb Group  
Intelligence Officer, 444th Bomb Group  
Intelligence Officer, 462nd Bomb Group  
Intelligence Officer, 468th Bomb Group

1. The estimated strength and disposition of the Japanese air forces in Burma as of 25 October is as shown in Table I.

Table I

Estimated Japanese Air Order of Battle for Burma 25 October 1944

<u>Location</u>	<u>No. of Aircraft</u>	<u>Type</u>
Rangoon/Meiktila	90-100	Oscars/Tojos
Heho/Rangoon	18	Dinah
Rangoon/Meiktila	32	Oscars, Tojos, Dinah, or Lilly

Total .....140-150

2. The latest estimate indicates a slight decrease in enemy air strength as compared to the estimate for 19 October. Some of this decrease is due to enemy air action over the Rangoon and Moulmein areas while some aircraft have withdrawn to Thailand and French Indo China. It is difficult to say just what strategy is being employed by the enemy in not building up his air strength in Forward Burma, but there is no indication that he is planning on a general withdrawal.

3. Recent attacks by the Eastern Air Command against the Rangoon and Moulmein areas were met by weak enemy interception and from the results of photo coverage throughout Burma, it seems as if the enemy is going to harbor his air strength in anticipation of possible major Allied amphibious assaults against Lower Burma.

4. For the latest photo coverage results of major enemy airfields in Burma, see Table II.

- 1 -

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Table II

Photo coverage Results of Major Japanese Airfields in Burma 25 October 1944.

<u>Airfield</u>	<u>Location</u>	<u>Photo Results</u>
Anisakan	21 57N - 96 24E	23 Oct - 2 small a/c
Bassein	16 49N - 94 47E	22 Oct - No a/c
Bhamo #1	24 18N - 97 15E	18 Oct - Unserviceable
Bhamo #2	24 16N - 97 15E	18 Oct - Unserviceable
Hsenwi	23 19N - 98 04E	23 Oct - Unserviceable
Kalewa	23 11N - 94 19E	11 Oct - Unserviceable
Kunlon	21 02N - 96 56E	23 Oct - Under repairs
Magwe	20 10N - 94 57E	23 Oct - No a/c
Meiktila	20 35N - 95 54E	18 Oct - No a/c
Mergui	12 27N - 98 38E	20 Oct - No a/c
Mingaladon	16 54N - 95 09E	19 Oct - 1 large 2/D a/c 2 med. 2/E a/c 6 small a/c
Moulmein	17 27N - 97 40E	22 Oct - No a/c.
Mudon	16 18N - 97 43E	22 Oct - No a/c
Myaungmya	16 35N - 94 56E	22 Oct - No a/c
Myingyan	21 29N - 95 24E	21 Oct - No a/c
Namgang	20 54N - 97 44E	22 Oct - No a/c
Pabst	17 10N - 96 01E	23 Oct - No a/c
Pakokku	21 21N - 95 07E	18 Oct - Unserviceable
Tavoy	14 06N - 98 13E	22 Oct - No a/c
Tennant	19 04N - 96 22E	23 Oct - No a/c
Thabutkon	21 00N - 95 44E	21 Oct - No a/c
Youngoo	19 01N - 96 24E	23 Oct - No a/c
Ywantaung	19 20N - 95 14E	23 Oct - No a/c
Zayatkwinn	17 08N - 96 20E	24 Oct - No a/c

Note: Fields that are unserviceable or under repairs do not have any visible a/c

5. Particular attention is invited to the fact that Table I reveals few aircraft as indicated by photo. This conspicuous absence of enemy planes may be caused by a thin dispersion of aircraft accompanied by rapid staging, or extremely well hidden dispersal points, or the ability of the enemy to get his aircraft airborne upon the approach of even a photo plane. As the weather continues to improve, a more complete coverage should result.

JAMES D. GARCIA,  
Colonel, Air Corps,  
Chief, Intelligence Section.

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HEADQUARTERS  
XX BOMBER COMMAND  
INTELLIGENCE SECTION  
APO 493

29 October 1944

RADIOGRAM EXTRACT REPORT

NEW DELHI

Along Chindwin Front no change in enemy situation. Road bridges from Mawlu to Nansiaung (5 miles north of Mawlu) reported blown by Japanese. Twenty nine Japanese killed and one prisoner taken against light resistance during advance to Mawhun; prisoner identified from 128 regiment; comment: documentary evidence indicates 128 regiment has taken over delaying action from 34th IMB. Japanese reported to have destroyed airfields in Bhamo-Namhkam areas. Advance on Bhamo-Myitkyina road now 6 miles north of Myothit, no contact.

General enemy situation on Salween unchanged. Unconfirmed report that Japanese all clear of area northeast of line Manyung (38 miles northeast of Bhamo) - Lungchwan (45 miles east northeast of Bhamo) - Lolang (31 miles west southwest of Mangshih). No change in situation on Chindwin.

In North Burma - Allied patrols held up by two machine guns and snipers 3000 yards north of Mawhun; more mines found this area. Tentative identification from two officers and two warrant officers recently killed along railroad corridor show 128 regiment 53rd Division. In Bhamo-Myothit to Namhkam area, Japanese continue defensive preparations; digging going on nightly. Road from Bhamo to Namhkam has defenses at main curves, entire road said to be prepared for demolition; trails leading north from Pangkam (6 miles northwest Namhkam) booby trapped and defended in depth. Defenders in Bhamo-Myothit area have 7 to 8 tankettes and 12 guns, 75mm; Bhamo defended by estimated regiment. Comment: Thought possibly from 2nd Division, not 18th Division as previously supposed. Allied advance to Uhtangyeng, 10 miles north of Myothit, still no contact. As yet no indications reinforcement to Bhamo-Myothit are where defense in place is probably enemy.

JAMES D. GARCIA,  
Colonel, Air Corps,  
Chief, Intelligence Section

- 1 -

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HEADQUARTERS  
XX BOMBER COMMAND  
Intelligence Section  
APO #493

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\*By Auth of the C.G.\*  
\* XX Bomber Command \*  
\*29 Oct 44  
\* Date Initials \*  
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FLAK INTELLIGENCE BULLETIN NUMBER B-1

29 October 1944

RANGOON AREA, BURMA

(16°31'N - 96°11'E)

Foreword

This series of bulletins will list known gun defenses of local areas as contrasted with the general area as covered in the series entitled "Enemy Antiaircraft Defense Bulletins." Subsequent issues concerning the above areas will be published when later information is received. If a mission is ordered to an area where available information is more recent than that published, this information will be transmitted to the Group S-2.

*James D. Garcia*  
JAMES D. GARCIA,  
Colonel, Air Corps,  
Chief, Intelligence Section.

Distribution:  
Squadrons

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291044-B1

I. ANTI-AIRCRAFT DEFENSES - RANGOON AREA

Reference Figure 1

LOCATION	SITE NO.	GRID COORD.	OCCUPIED BY	LAST DATE
Elephant Point	3	QQ688996	2 HAA prob DP	3 May 44
Mingaladon	1	QL497519	4 HAA 2 LAA Probably Occ	10 Oct 44
	10	QL491494	4 HAA	7 Oct 44
	13	QL494533	4 HAA	15 Oct 44
	Total - - - - -		12 HAA	
Rangoon	6B	QL518367	6 HAA	21 Oct 44
	10	QL529339	2 HAA (105mm)	14 Oct 44
	24	QL434379	4 HAA	7 Oct 44
	27	QL527341	1 HAA (105mm)	14 Oct 44
	28	QL499403	6 HAA (105mm)	21 Oct 44
	30	QL583433	4 HAA (prob 105mm)	21 Oct 44
	43	QL544386	4 HAA	21 Oct 44
	44	QL508462	4 HAA 1 LAA	21 Oct 44
	46	QL528338	2 HAA	14 Oct 44
	Total - - - - -		33 HAA (29 - 75mm, 4 Prob 105mm, and 9 - 105mm)	
Rangoon River	2	QL610142	2 HAA (75mm DP)	3 May 44
Sittang Bridge	2	QG383158	4 HAA	15 Oct 44
Thilawa	1	QL657220	4 HAA	14 Oct 44

II. FIRE ENCOUNTERED FROM THE RANGOON AREA

Elephant Point No heavy antiaircraft fire has been reported from this area since 9 May 1944.

Rangoon and Mingaladon A/D Heavy antiaircraft fire encountered from this area between 13 September and 20 October 1944 has varied from accurate to inaccurate and from moderate to intense. Altitudes of encounter have been from 11,000 to 23,000 feet, and times of encounter from 1100 to 1530 hours local time.

Rangoon River and Thilawa No heavy antiaircraft fire has been reported as originating from these locations.

Sittang Bridge Heavy antiaircraft fire encountered between 9 September and 8 October 1944 (the last date fire was reported) has generally been inaccurate and varying from meager to moderate. Altitudes have been 200', 7000-11,000', and 27,000' at unstated times.

- 1 -

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III. WARNING:

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

IV. SMOKE SCREENS, BARRAGE, BALLOONS, AND BLACK OUT

No information.

V. RECOMMENDED ROUTES OF APPROACH AND WITHDRAWAL Reference Figure 1

An analysis of the RANGOON Area including MINGALADON A/D, THILWA, RANGOON RIVER, and ELEPHANT POINT was made for the following conditions:

Altitude: 20,000 feet  
Wind: 15 knots from 100 degrees  
Gun Defense: As established by photo cover up to 21 October 1944,  
See Section I.

As a result the following recommendations are made:

- A. IN HEADINGS: Between 240° and 300°T.
- B. OUT HEADINGS: Between 30° and 90°T.

VI. SOURCES OF INFORMATION:

- A. "PQ" Reports, C.P.I.C., S.E.A., up to and including PQ Report #77.
- B. Section V, Jap Antiaircraft Defenses, Weekly Intelligence Summary, Headquarters, E.A.C., up to 27 October 1944.

- 2 -

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SECRET

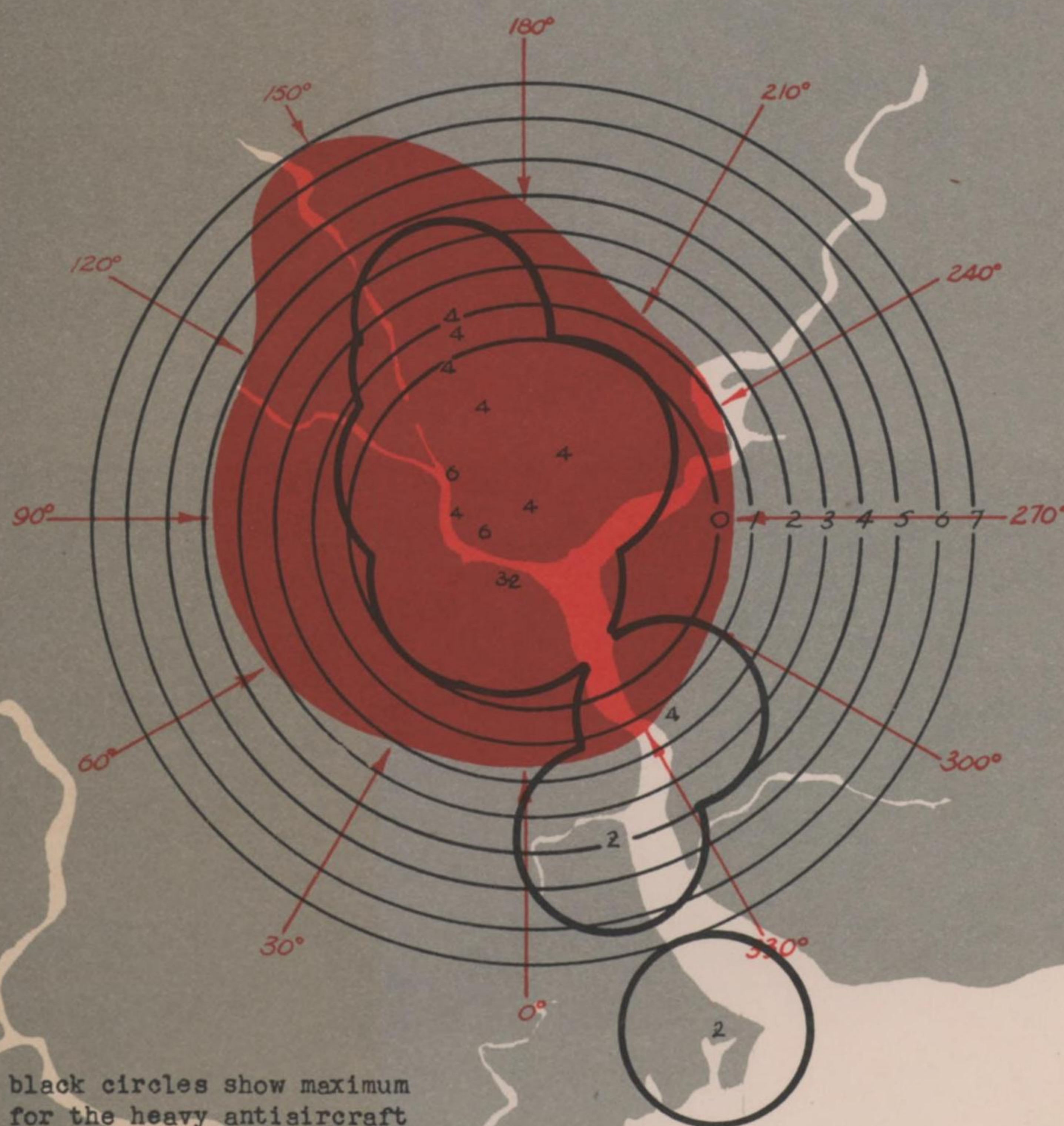
# HEAVY ANTI-AIRCRAFT DEFENSES RANGOON AREA

29 OCT 44

Flak Officer, Intelligence Section  
XX Bomber Command

SITTANG BRIDGE

4 HAA Guns  
Cover: 15 Oct 44



MINGALADON A/D  
12 HAA Guns  
Cover: 15 Oct 44

RANGOON  
33 HAA Guns  
Cover: 21 Oct 44

THILAWA  
4 HAA Guns  
Cover: 21 Oct 44

RANGOON RIVER  
2 HAA Guns  
Cover: 3 May 44

ELEPHANT POINT  
2 HAA Guns  
Cover: 3 May 44

FLAK ANALYSIS (In Red)

WIND: 15k from 100°.  
ALTITUDE: 20,000 feet.

All guns in the area (including those at THILAWA, RANGOON RIVER, and ELEPHANT POINT) were included in the computation to determine the relative effectiveness of the defense for various headings of approach.

The heavy anti-aircraft defenses of RANGOON consist of 22 75mm, 4 Probable 105mm, and 9 105mm guns. Defenses of other areas consist of 75mm AA or 75mm DP.

Source of Information:

1. "PQ" Reports, C.P.I.C, S.E.A.
2. Section V, Jap Anti-aircraft defenses, Weekly Intelligence Summary, Headquarters E.A.C. 20 October 1944.

Heavy black circles show maximum range for the heavy anti-aircraft gun defense at an altitude of 20,000 feet.

Concentric circles are a measure of the effectiveness of the heavy anti-aircraft gun defense (shown in red) relative to various headings of approach.

FIGURE-1

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By AS NARA Date 10/18/05



NOT TO BE TAKEN INTO THE AIR ON COMBAT MISSIONS

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

TARGET NO. 23

OBJECTIVE FOLDER NO. 82.2

TARGET DATA

1. OBJECTIVE:

MALAGON MARSHALLING YARDS, RANGOON, BURMA.

2. COORDINATES AND ELEVATION:

Latitude: 16° 47'N.  
Longitude: 96° 11'E.  
Elevation: Approximately Sea Level.

3. LOCATION AND IDENTIFIABLE FEATURES:

Rangoon is located at the junction of the Pegu, the Panklaing, and the Hlaing Rivers. From the city to the sea the Hlaing is known as the Rangoon River. Elevation at Rangoon is approximately sea level, rising to no more than 100 feet at Mingaladon Airdrome, 7 miles to the north.

The yards are located in the northeastern part of Rangoon, just west of Pazundaung Creek, on a stubby peninsula between the arms of a U-shaped bend in the creek.

The Malagon Yards present the appearance of a flat triangle, the apex of which points east toward Pazundaung Creek. The track running north from the city, which splits into a Y just north of the yards forms the base of the triangle and the western boundary of the yards. A roundhouse is clearly visible in the south central portion. The repair shops are the long low series of buildings in the northern part of the yards.

4. IMPORTANCE:

The Malagon yards are at present the principal rail yards at Rangoon, and in October 1944 contained 300 pieces of rolling stock and 5 locomotives. The yards include a roundhouse and repair shops for minor repairs to locomotives and cars. Since the large Insein Repair Shops north of the city have been bombed out of use, the small Malagon Shops are of increased importance and might at least keep cars and locomotives in a minimum rolling condition.

5. VULNERABLE AREA AND AIMING POINT:

The center of the roundhouse presents an identifiable aiming point.

The entire target area forms a rectangle approximately 5,600' x 2,000'.

The roundhouse, the choke points at either end of the yard, the repair shops in the NE section and rolling stock on the rails offer vulnerable objectives.

28 OCTOBER 1944

TARGET UNIT, INTELLIGENCE  
XX BOMBER COMMAND

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

- 1 -

DECLASSIFIED

Authority NND 760063

By AB NARA Date 10/18/05



NOT TO BE TAKEN INTO THE AIR ON COMBAT MISSIONS

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

TARGET NO. G  
OBJECTIVE FOLDER NO. 82.2

TARGET DATA

1. OBJECTIVE:

Military Stores Area, TAUNGUP, BURMA.

2. COORDINATES AND ELEVATION:

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

3. LOCATION AND IDENTIFIABLE FEATURES:

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

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

4. IMPORTANCE:

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

5. AIMING POINT:

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

28 OCTOBER 1944

TARGET UNIT INTELLIGENCE  
XX BOMBER COMMAND

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

-1-

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SECRET

AIDS TO VISUAL BOMBING

Mission No. 14

3 November 1944

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

<u>Sequence</u>	<u>Title or Description</u>	<u>Size in Inches</u>
1	Perspective Chart No. 41A	8 1/4 by 16 1/4
2	Target Chart No. 41	16 1/2 by 17 1/8
3	Malagon Yards 100 - 1B	19 7/8 by 19
4	C-P-I-C Bombing Mos. No. A. 105	23 7/8 by 20

SECRET

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Authority NND 760063

By AB NARA Date 10/18/05

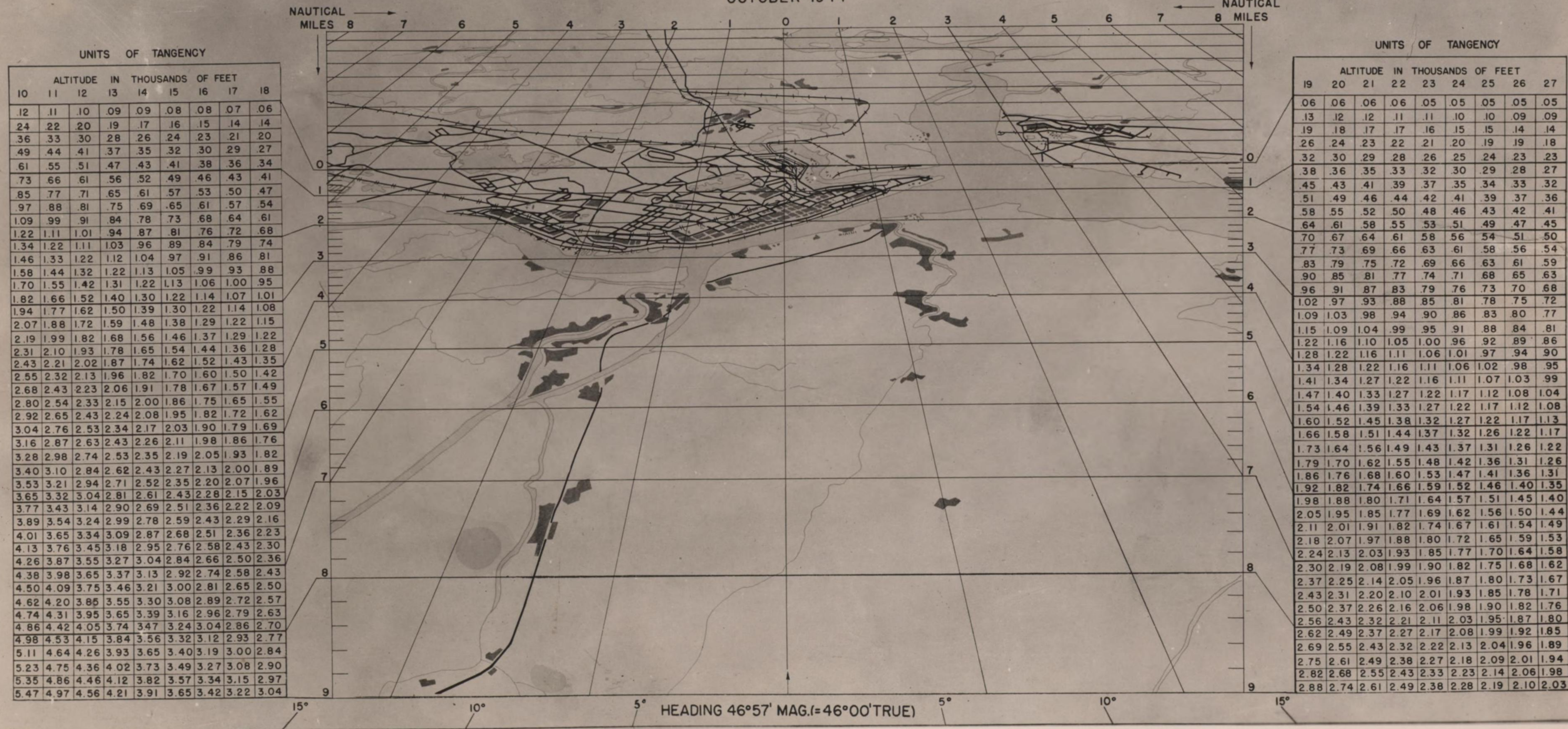


TARGET UNIT, INTELL. SEC.  
 XX BOMBER COMMAND

# RANGOON AREA

PERSPECTIVE CHART NO. 41A  
 RESTRICTED

MALAGON RAILROAD YARDS (16°47'38" N, 96°11'05" E) ELEV. 50 FEET  
 15 MILES FROM TARGET - ALTITUDE 25,000 FEET  
 OCTOBER 1944



UNITS OF TANGENCY

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

UNITS OF TANGENCY

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

HEADING 46°57' MAG. (= 46°00' TRUE)







RANGOON

QUARTER INCH MAP REFERENCE 94 D W.L.5336

RESTRICTED  
MALAGON YARDS  
LAT 16°45' 50" N. LONG 96°09'40" E

100-1B  
JAN. 1944



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 By **AB** NARA Date **10/18/05**







9205

HEADQUARTERS  
TWENTIETH AIR FORCE  
MILITARY AIRFIELD



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