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Attention,

INTELLIGENCE OFFICERS

READ THESE
"HOT ITEMS"
FIRST

JUN 27 1963



Section

Story

I

Jap Strength in SEA

III

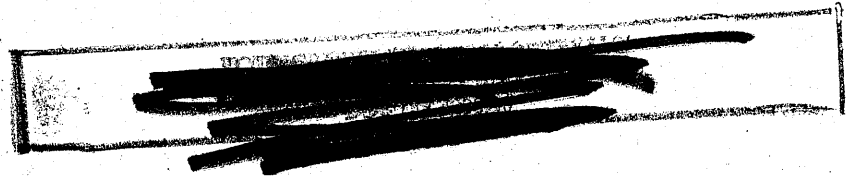
Road - Chiengrai to Lampang

V

Evasive Action Against Flak

Section VI this week presents a detailed account of the operation against Meiktila, together with four pages of pictures. This story should be of interest to all members of the Eastern Air Command.

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Secret
Aut. AC EAC
Initials *AS*
30 March 1945

HEADQUARTERS EASTERN AIR COMMAND
SOUTH EAST ASIA

* * *

WEEKLY INTELLIGENCE SUMMARY

No. 31

30 March 1945

Eastern Air Command, a component of Air Command, South East Asia, has integrated Headquarters, controlling the operations of United States Army Air Force, Royal Air Force and Royal Indian Air Force units on the Burma front, through the following formations:

U. S. Army Tenth Air Force
Strategic Air Force
221 Group, RAF
224 Group, RAF
Combat Cargo Task Force
Photo Reconnaissance Force
RAF, Baigachi (Defense of Calcutta).

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By command of Major General STRATEMEYER:

A. T. Richardson
A. T. RICHARDSON
Group Captain, RAF
Chief of Intelligence Section
Office of DC/AS, OPTI

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EASTERN AIR COMMAND WEEKLY INTELLIGENCE SUMMARY

30 March 1945

Number 31

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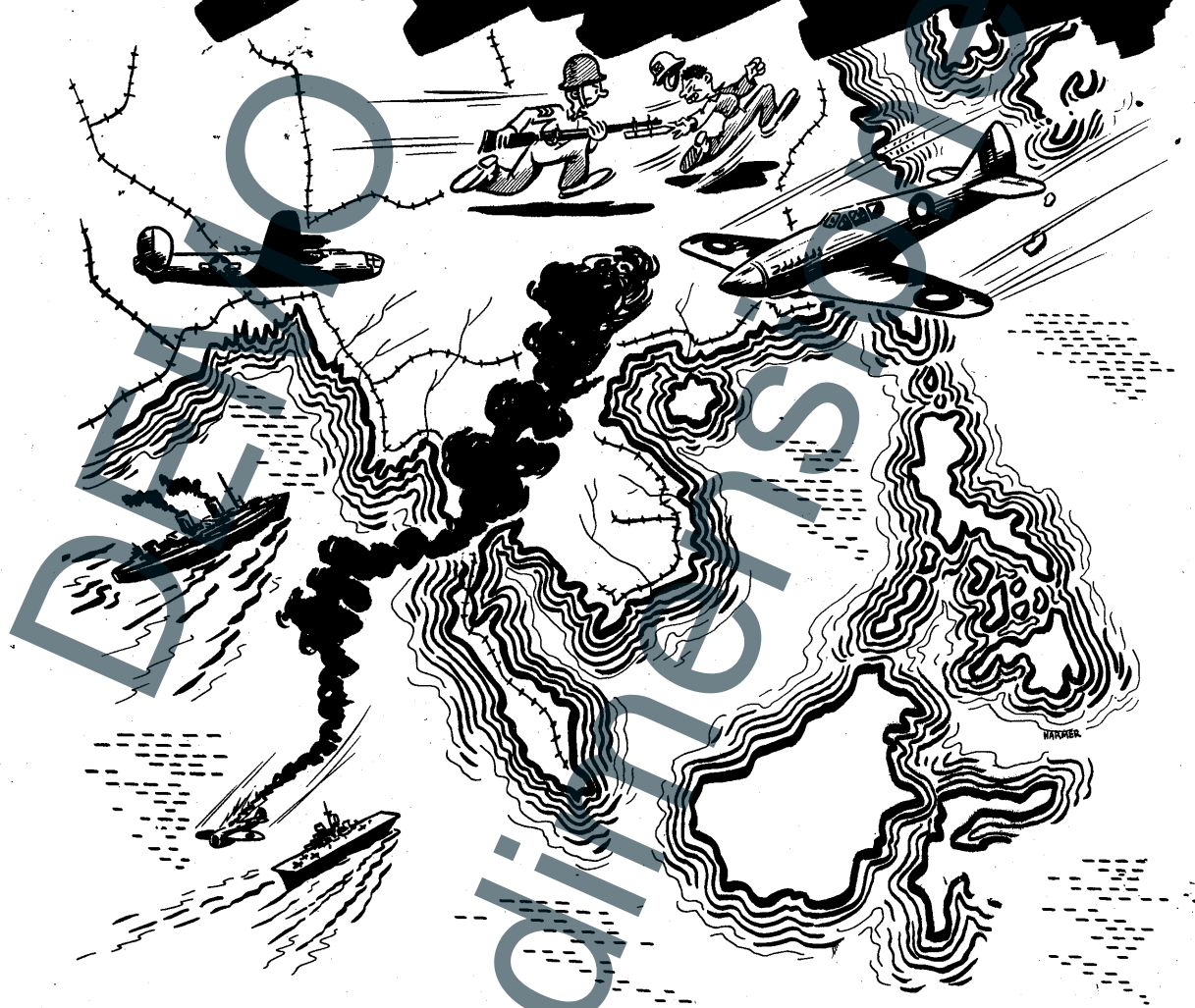
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SECTION
I

EASTERN AIR COMMAND
*SITUATION
REVIEW*



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1759 is known, in many history books, as the "Year of Victories". Then, in the midst of the Seven Years War with France, Pitt, one of the greatest of British statesmen, said, "We cannot open our journal each morning without learning of some new victory." Now, in 1945, we are on the crest of another wave which everyone fighting on the Allied side, and many fighting against us, believe will rapidly carry us on to victory.

The Seven Years War was the first world war. Its protagonists were European even though they fought in all the parts of the world they then knew. Since those days there have been several wars whose sphere and influence has been world-wide, but this present one is the first that has been fought on all continents. Today the areas of operations are shrinking rapidly. In Europe the battle line is on Reich territory in its fiercest zones; in the Far East the Japanese are being forced to contemplate on the increasing danger to their mainland.

In Burma, it has been impossible to effect the spectacular advances that have characterized some other theaters. Priorities, logistics, the terrain and the situation of the enemy have all operated against leap-frogging or rapid conquests. Burma is a long narrow rectangle of lowland surrounded on three sides by high mountains and opening only to the south. Each previous conquest has been effected from the south, so the original road to Mandalay passed through Rangoon. But this time another road had to be found to Mandalay. Resources to effect the entry through Rangoon were unavailable, so, instead, a new and difficult route was forced through Ledo and Imphal.

Today we are in a position to anticipate that soon we will see the consummation of this work. The slow, difficult progress and, at times, retrogression of 1943 and 1944, with its painful steps and struggles, is but a memory overshadowed by the brilliance of later achievements, but these latter owe their success to no factor more than to the tremendous achievements of Air Supply. Napoleon said that an army marched on its stomach. He was able to make some of his most spectacular advances when he was able to free himself from baggage trains and lines of communication and "live on the country". In Burma some of our most spectacular advances were made when the Allied troops were freed from the necessity of maintaining their lines of communications, and, tucking in their tails behind them, were able to operate inside enemy-occupied territory.

One of the first to realize the potentiality of this died in tragic circumstances just 12 months before the entry into Mandalay. In 1943, Major General Wingate organized a "Long Range Penetration Group" which depended largely upon air supply. In 1944, he went further and used air power to take many of his men in to their base in enemy territory. In 1945 his example is still being followed. An army and an air force are being supported and supplied by air, and in this part of the war against Japan, Air Supply has been developed to a greater extent than in any other theater.

Supply work lacks the spectacular touch of a smashing attack. One tends to assume that the work of supply is an every-day humdrum affair; so many pounds of food, so many tons of bombs, so many gallons of gasoline. With a good job being done, the recipient too often forgets the difficulty of the task that he has set for the supply man. In Burma, supply by air has become commonplace. But it is well to look at the effort occasionally. Here is the record for one week's supply operations, the week of 18 to 24 March:

Tons into Burma	18,497.61
Tons out of Burma	1,258.09
Men landed	9,459
Men out	8,088
Casualties carried	4,814

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1945 - Year of Victories (Concluded):

Forgetting the distances involved and the lack of roads, to move the tons of supplies and the men into Burma as shown in the week's figures would mean the daily arrival of a fleet of at least 1,150 two and a half ton trucks.

Weakening of the Japanese Air Warning System

The Air Warning Service of the Japanese in Burma has from the beginning of their occupation been somewhat weak in radar. Consequently any radar loss in their warning chain is a serious blow to their air defense. Last week saw the breaking of two important links in the Japanese air defense chain. The three Japanese installations on Great Coco Island were hit by the Strategic Air Force. Results: the main installation destroyed, the other two probably destroyed. On the same day planes of Combat Cargo Task Force, using rocket projectiles and strafing, knocked out the radar installation north of Bassein and the installations south of Rangoon. Radar, like the Phoenix, is hard to destroy permanently. It may therefore be anticipated that every effort will be made by the Japanese to place this radar in working condition quickly.

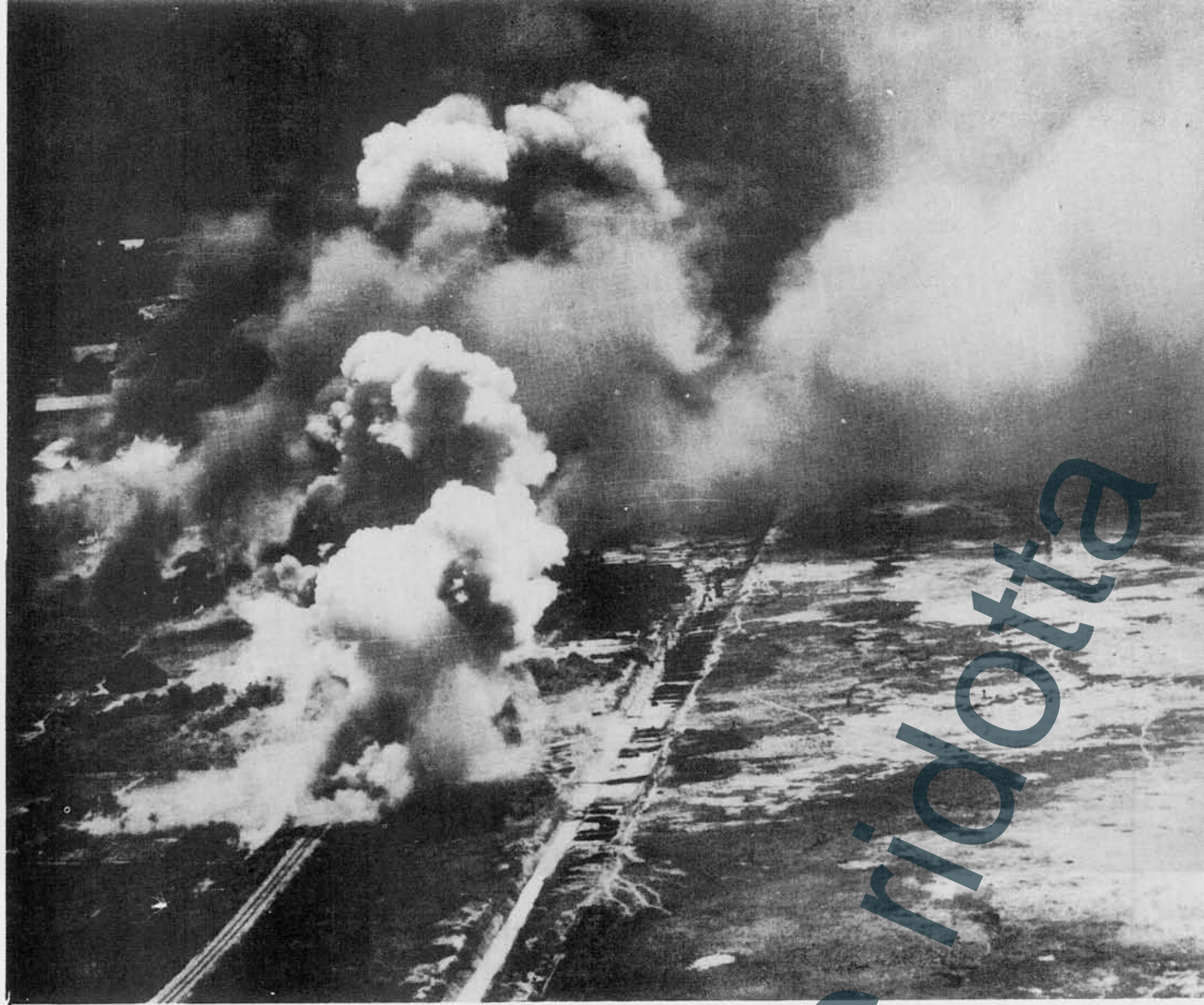
The Ban Lum Sum Bridge

The Burma-Siam Railway might be characterized as a railroad of bridges. In its distance of 244 miles it has a total of 688 bridges or 2.8 bridges per mile. The longest bridge in the entire system is the bridge at Ban Lum Sum, a bridge that is 1680 feet long. The destruction of a bridge of such a size and representing a great many man hours of construction cannot help but have a serious effect in the volume of traffic the Japanese are able to carry on this supply line. This bridge was attacked by 22 B-24s on 24 March. The bombing was good; the photos show 700 feet of tracks and concrete embankments destroyed in five separate places; five breaks in the viaduct from 60 to 325 feet in length; and river banks and concrete bases blown into the river.

L-5s to Rangoon

There is probably no one thing of greater importance in building confidence of our pilots than the belief that if accident befalls them over enemy territory, there is every likelihood that an escape may be effected. Typical of the development of escape and rescue work in this theater is the story of the raid on the Rangoon airfields of Hrawbi and Mingaladon during the past week. This was a P-51 strike made at dawn. Anti-aircraft fire was encountered and one of the planes in the formation was hit, necessitating a crash landing. Fellow fliers in the air observed the pilot of the crashed aircraft walk away from the landing. Locating the spot of the crash, they returned to base, obtained two L-5s, loaded them with extra gasoline. Two P-51s, piloted by men who had observed the crash, guided the L-5s into the area and at the same time afforded them cover. A landing was made, the pilot was located, and some 7½ hours after he crashed, he was aboard the L-5 and returned to base without incident. Here was a rescue made within 30 miles of the principal Burmese city held by the Japanese and the heart of the Japanese defenses in Burma, some 250 miles behind the lines.

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These photos were taken during the attacks on 19 March by Strategic Air Force Liberators and B-24s against rail targets and stores areas at Na Nien. Above: smoke from the first bombs. Below: a stick of bombs bursting across buildings in the target area. Craters caused by bombs dropped earlier are seen in the foreground.

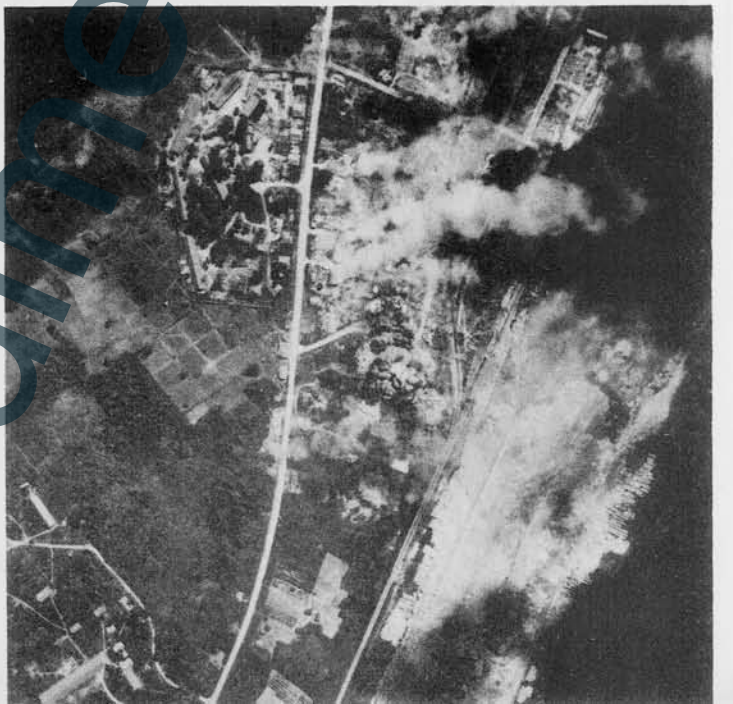
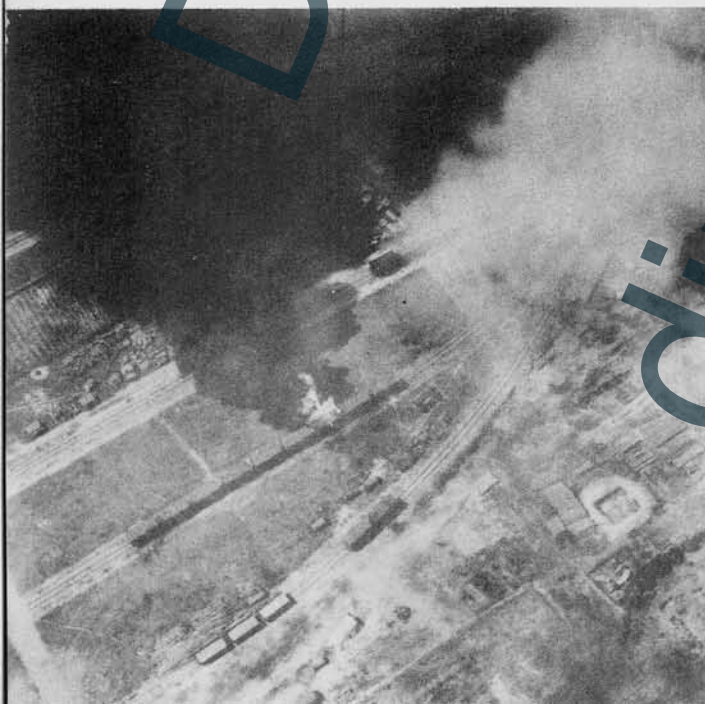


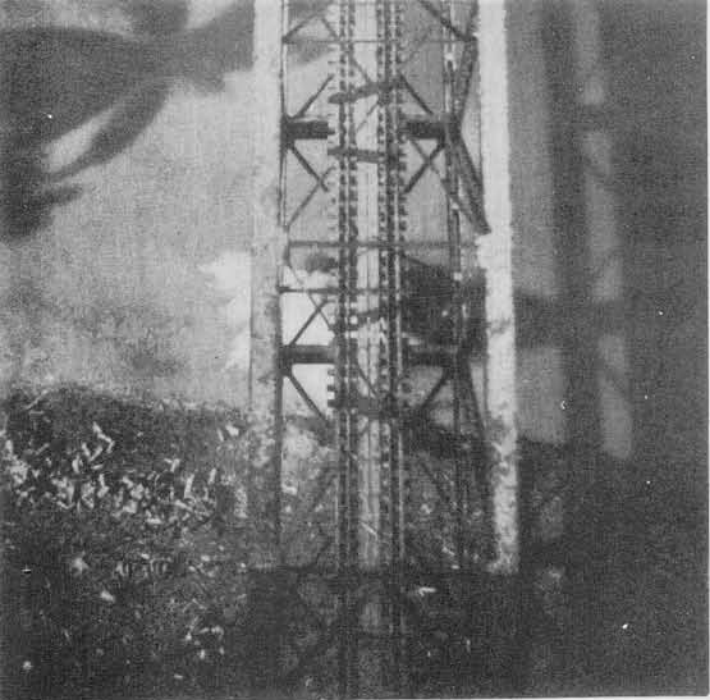


A Liberator soars over smoke from fires after the attack by 355 and 356 Squadrons.

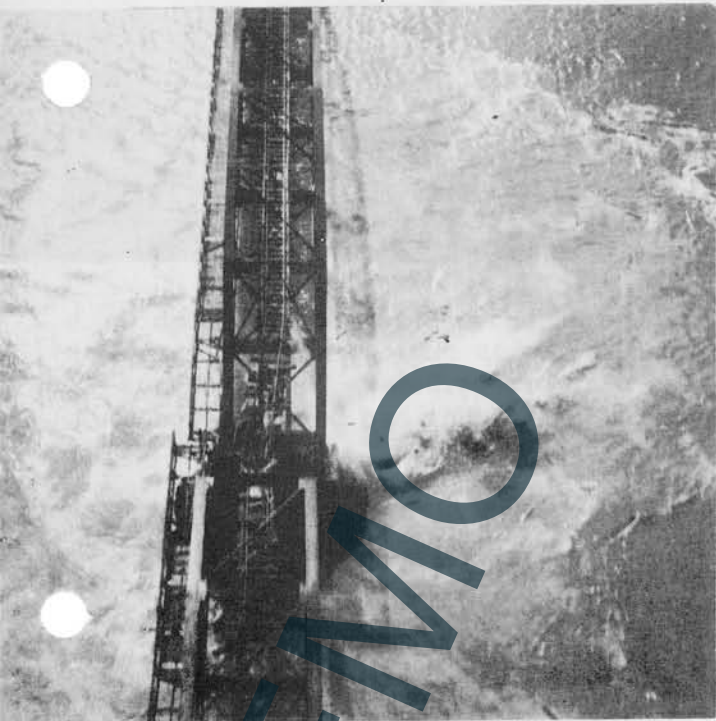


Photos show warehouses at Na Nien before and during the bombing attack (above). Lower left, rolling stock burning in the railway yards. Lower right, a stick of bombs bursting across a stores area near the railway yards.



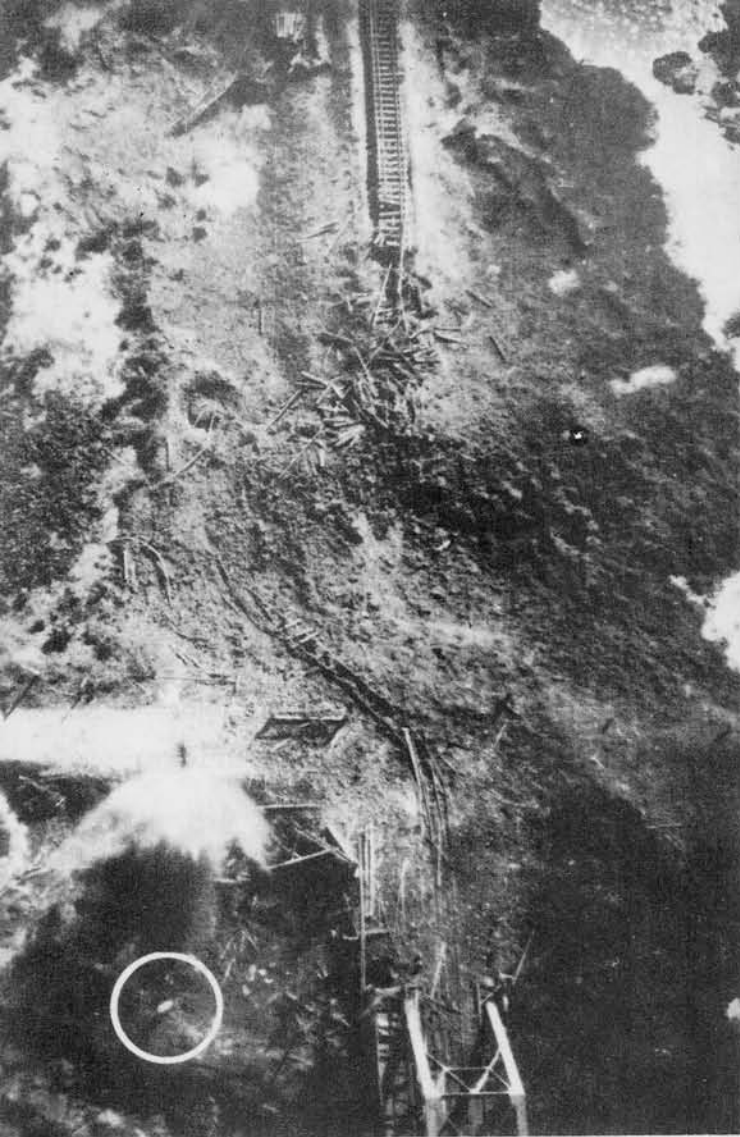


Above, a bomb has pierced bridge flooring and enters the water under Tako Bridge; photo on right shows damage to approach.



Explosion starts near pier of Ban Tak Kam bridge, left above. Spans are already out of alignment from earlier hits. Two bombs score near misses on same bridge, right. Below: Road bridge at Ban Lamlieng and rail bridge #T.G.40 on Kra Isthmus RR were heavily damaged by B-24s of 493 Squadron which used Azon and regular 1000-pound bombs.





These four pictures show a skip bombing attack on the Jumbhorn Bridge by 7th Bomb Gp B-24s. Bomb takes first bounce on shore, above left; sails out over water, right. First bounce in water, left below; finally settles near bridge. Damage shown was caused by bursts on opposite side of bridge where repair scaffolding had been erected to repair damage from previous attacks.



EASTERN AIR COMMAND CLAIMS AND LOSSES

(22-28 March 1945 --- Subject to Confirmation)

CLAIMS:

By <u>USAAF:</u>	24 March	One unidentified aircraft damaged on the ground at Mingaladon (2nd A.C. Group)
	26 March	Three Oscars destroyed in the air over Hmawbi airfield (2nd A.C. Group) One Sally and another t/e aircraft damaged on the ground at Moulmein (2nd A.C. Group)
	27 March	One unidentified t/e aircraft destroyed on the ground at Pegu. (2nd A.C. Group)
		Air 3 - 0 - 0 Ground. 1 - 0 - 3 4 - 0 - 3
By <u>RAF:</u>	24 March	One single-engined a/c damaged on the ground at Mesawt airfield. (177 Sqdn).
	26 March	One Oscar destroyed in the air over Cheduba Strait (176 Sqdn).
		Air 1 - 0 - 0 Ground. 0 - 0 - 1 1 - 0 - 1
	Total:	Air 4 - 0 - 0 Ground. 1 - 0 - 4 5 - 0 - 4

LOSSES: (Over enemy territory or as a result of enemy air action).

19 March	(Delayed) One Hurricane (11 RAF Sqdn) seen to crash in area of Chauki.
20 March	(Delayed) One Beaufighter (177 RAF Sqdn) missing from rhubarb Pegu-Thaton.
21 March	(Delayed) One P-38 (58 U.S.Sqdn) seen to crash in area of Tonglau.
22 March	One B-24 (9th U.S.Sqdn) shot down by AA while on attack of Great Cocos Islands.
23 March	One Mosquito (45 RAF Sqdn) whilst on rhubarb Toungoo-Thandaung failed to pull out of attack dive and crashed.
25 March	One Hurricane (9 RIAF Sqdn) attacking Kyundaw area, crashed into target.
26 March	Two P-51s (1st Fighter Gp Prov) hit by AA whilst on a/f sweep in Rangoon area, forced landed in enemy territory. One pilot known to have been rescued. One Mosquito (45 RAF Sqdn) attacking enemy dumps crashed in Kokkokon area.
27 March	One Beaufighter (27 RAF Sqdn) shot down by AA. One Thunderbolt (79 RAF Sqdn) hit by enemy ground fire and exploded at Daungya. One P-51 (2nd A.C. U.S.Sqdn) crashed NW of Bassein while on effective mission.
28 March	One P-51 (1st Fighter Group) while on offensive recce S of Henzada, forced landed in enemy territory.

* * * * *

ENEMY AIR ACTIVITY

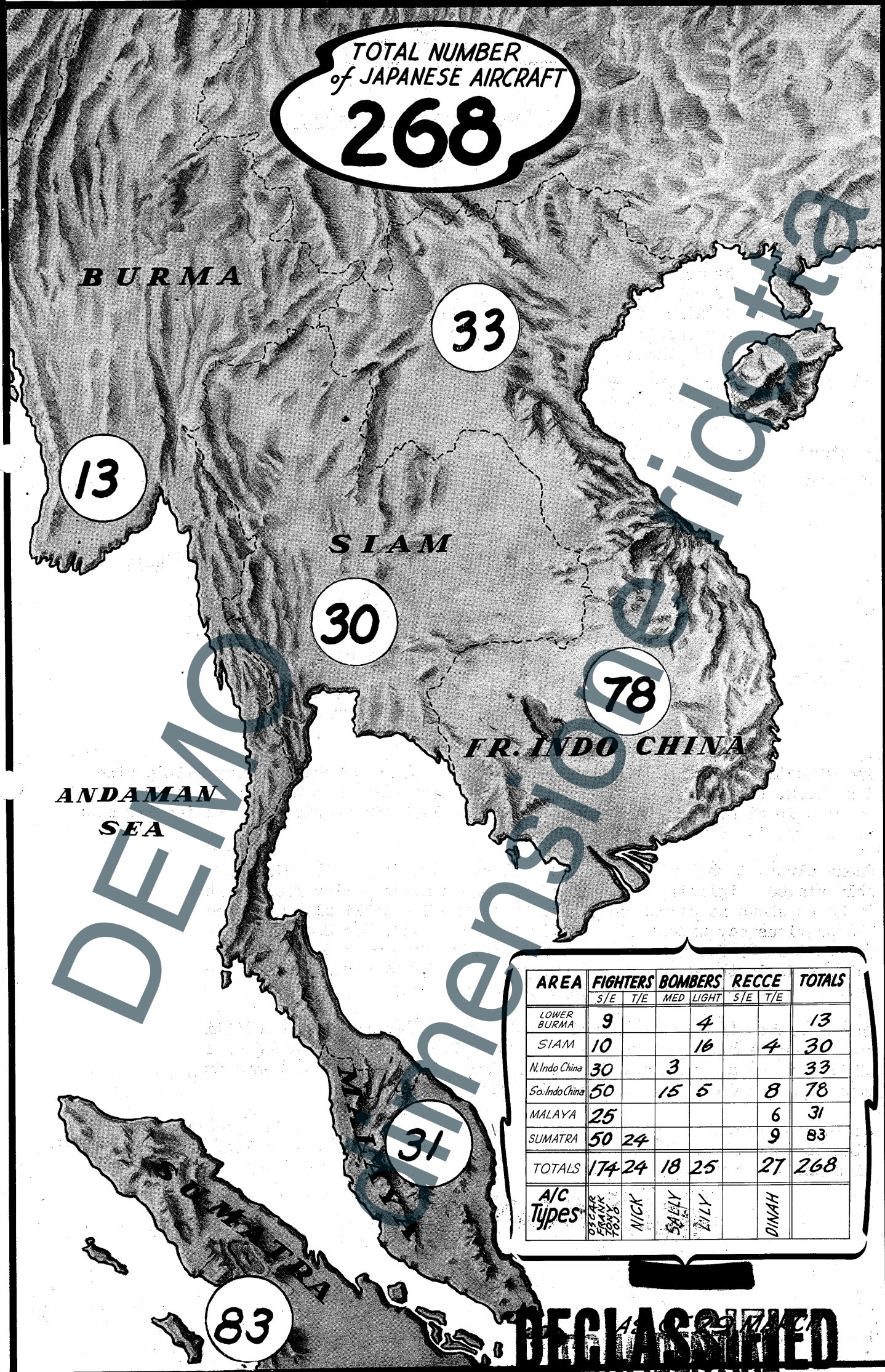
(22 - 28 March 1945)

The approach of the full moon has again roused the Japanese Air Force to offensive activity and on 26-27 March, the beginning of the full moon period, night raids were carried out over the Akyab and Cox's Bazar areas.

At the beginning of the period under review, except on one occasion on the afternoon of 23 March, when Strategic AF bombers encountered interceptor a/c in the Ban Takli area, no enemy air activity was noted.

JAPANESE ARMY OPERATIONAL AIR STRENGTH in SOUTH EAST ASIA

TOTAL NUMBER
of JAPANESE AIRCRAFT
268



AREA	FIGHTERS		BOMBERS		RECCE		TOTALS	
	S/E	T/E	MED	LIGHT	S/E	T/E		
LOWER BURMA	9			4			13	
SIAM	10			16		4	30	
N. Indo China	30		3				33	
S. Indo China	50		15	5		8	78	
MALAYA	25					6	31	
SUMATRA	50	24				9	83	
TOTALS	174	24	18	25		27	268	
A/C Types	OSCAR	FRANK	TODD	NICK	SALLY	ZILY	DINAH	

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SECTION
II

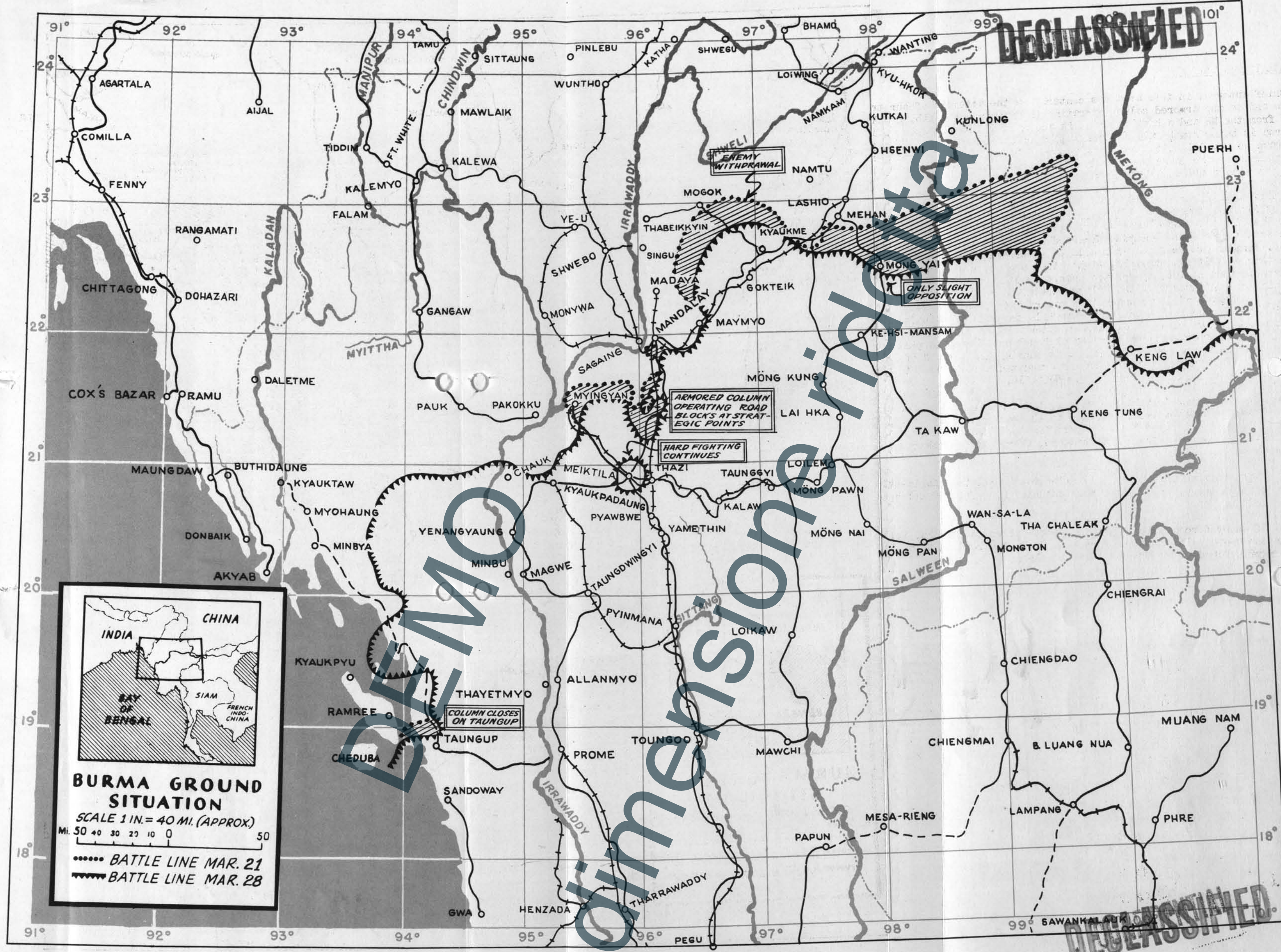
TACTICAL
INTELLIGENCE



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BURMA GROUND SITUATION
 SCALE 1 IN. = 40 MI. (APPROX.)
 Mi. 50 40 30 20 10 0 50

..... BATTLE LINE MAR. 21
 - - - - - BATTLE LINE MAR. 28

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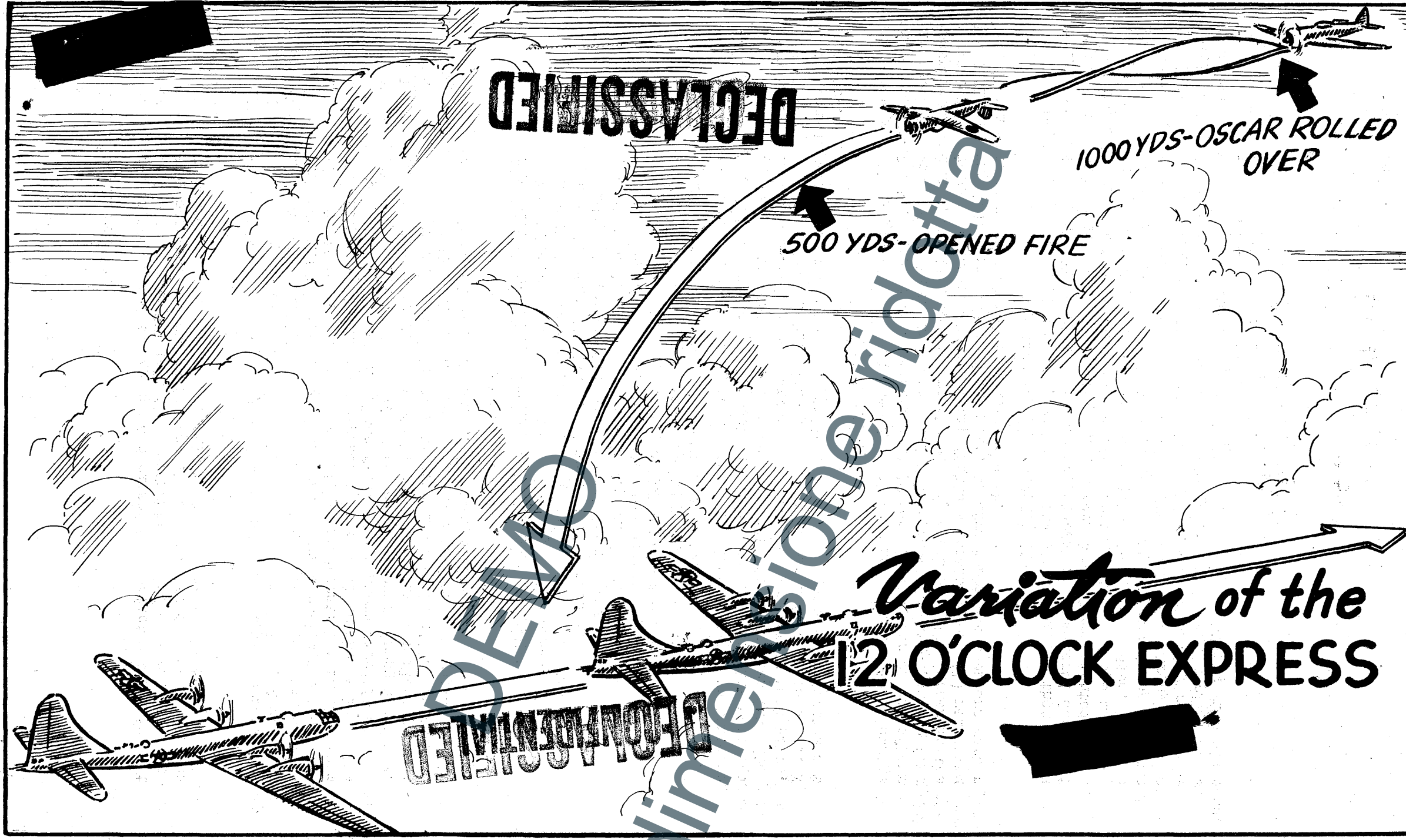
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1000 YDS- OSCAR ROLLED OVER

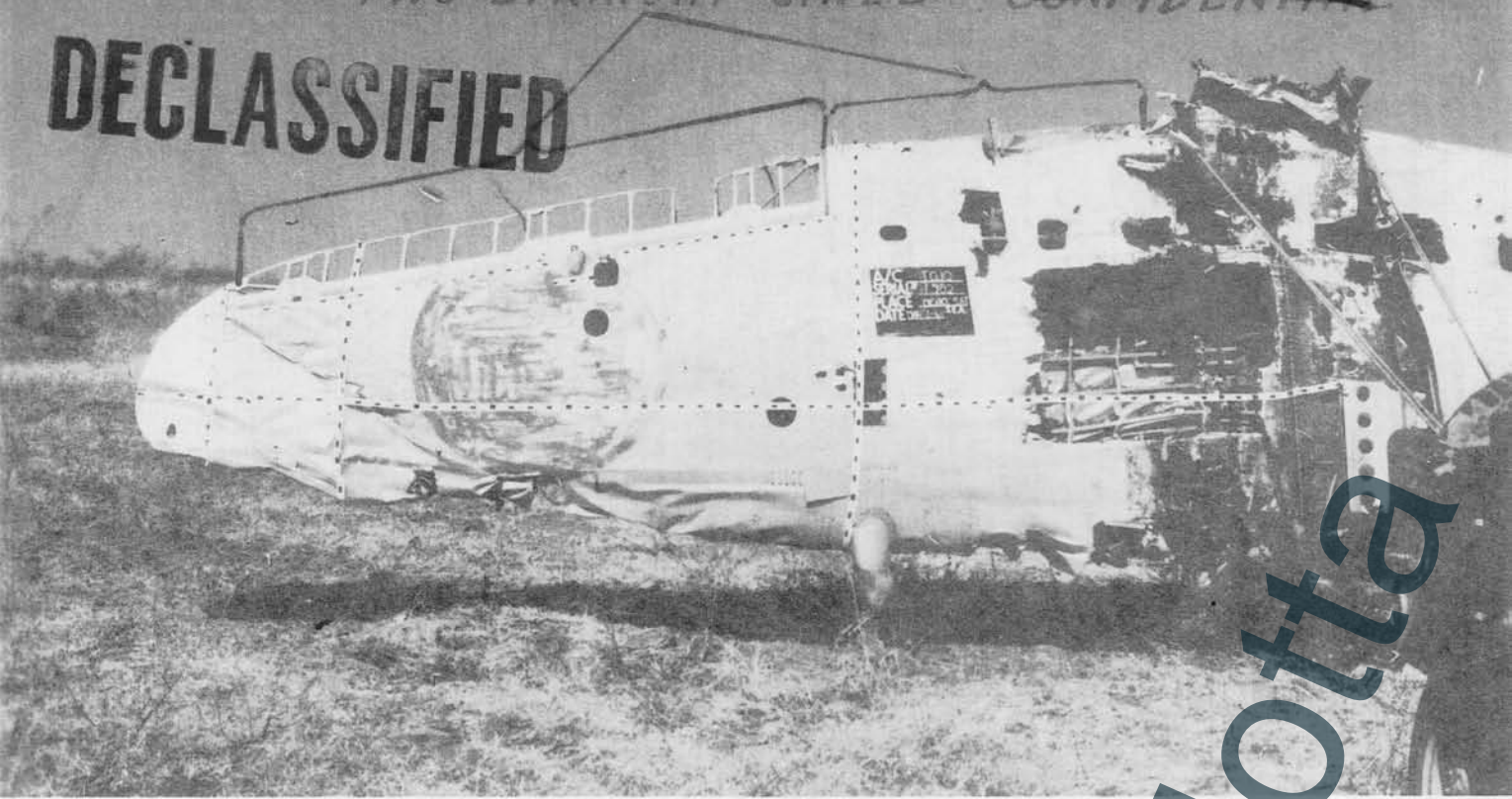
500 YDS- OPENED FIRE

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Variation of the
12 O'CLOCK EXPRESS



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A crashed TOJO, examined by an ATAIU party at Meiktila airstrip, although it had been stripped of all the internal equipment and was badly damaged, revealed several facts of importance to TAI. The airframe and engine (Type 2-1450 HP Nakajima) were badly damaged but showed no change from present information with the exception of one recognition feature. This was that the wing's trailing edge was reported as having two straight tapers (one from root to end of flaps, and the second from this point to outboard end of aileron) instead of the gentle curve previously shown in silhouettes. The photograph above shows this.

The most interesting find was the two 40 mm cannon, one fitted in each wing. A brief report on these was given in a previous EAC WIS Summary, No. 30, 23 Mar 45, but photographs herewith, give a better idea of the mounting particulars. It is now believed that either 40 mm cannon or a 12.7 mm MG can be fitted in the wings of these TOJOs, but it is thought that the later models will all be fitted with 12.7 mm MGs, only.

Two pieces of armor were placed vertically, one behind the other, in the headpiece behind the pilot and one curved piece arranged to protect his shoulders was fitted around the curve of the fuselage. No back armor was found but mounting brackets for this were on the seat supports.



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Photos by ATAIU

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Section
III

OBJECTIVE FOLDER
And
TARGET CHART
DATA



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ALLIED ADVANCE REVEALS Jap CAMOUFLAGE METHODS

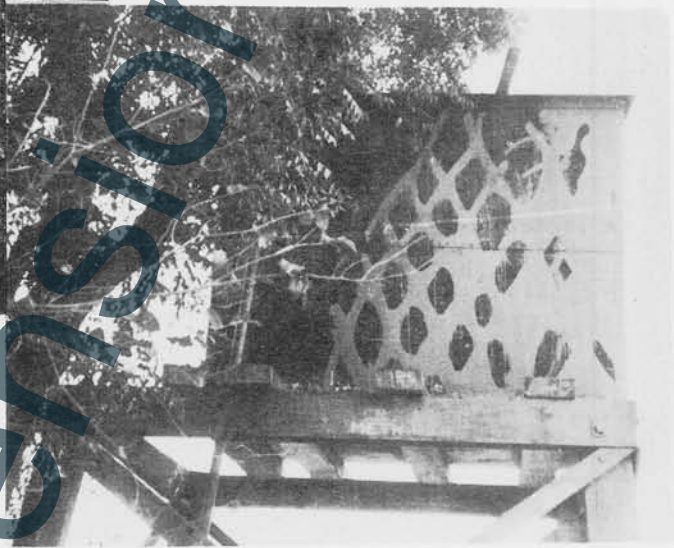


Demolished Engine Harbor at Shwebo

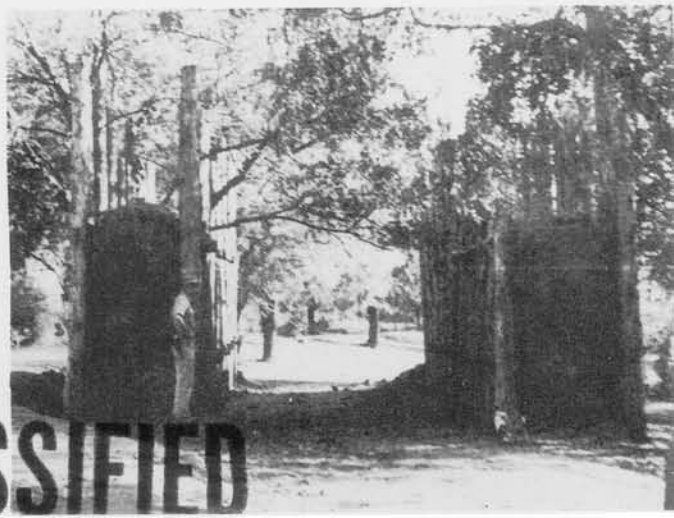
Since the Allies have captured some sections of the Burma railways from the Japanese, it has been possible to examine some of the methods used to protect facilities and rollingstock from air attack. It will be seen from these photographs how largely camouflage by growing trees figured in the concealment of loco shelters and water tanks.



Three views showing Jap camouflaged water tanks at Mandalay



Two views of Engine Harbors at Budalin



ROLLING STOCK ON SIAM

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DATE	STATION	R/S	LOCOS	INCREASE	DECREASE	LAST COVER	REMARKS
<u>ROUTE TA.</u>							
				<u>BANGKOK - CHIENGMAI</u>			
14 Mar 45	BANGKOK TERMINUS	289	4	39 and 3 locos	-	14 Mar. 45	
18 Mar 45	MAKASAN	60	-	-	2 locos	12 Mar. 45	
18 Mar 45	GOVT. OIL REFINERY	100	-	-	4	16 Mar. 45	
18 Mar 45	KLONG TOI	31	-	16	-	16 Mar. 45	
18 Mar 45	DON MUANG	4	-	No change	No change	16 Mar. 45	
18 Mar 45	CHIENG RAK	-	-	-	24	13 Mar. 45	
22 Mar 45	AYUTHYA	11	-	5	1 loco	7 Mar. 45	
23 Mar 45	PITSANULOKE	30	-	10	-	8 Mar. 45	
22 Mar 45	BAN TUM	10	1	2 and 1 loco	-	8 Mar. 45	
23 Mar 45	UTTARADIT	62	1	8 and 1 loco	-	12 Mar. 45	
23 Mar 45	KOHGA	28	-	8	-	6 Mar. 45	
				<u>KORAT - UDON THANI.</u>			
23 Mar 45	KHON KAEN	40	-	-	4	1 Mar. 45	
19 Mar 45	UDON THANI	128	-	1	-	2 Mar. 45	
				<u>BANPONG - JUMBHORN.</u>			
22 Mar 45	CHEDSAMITEN	-	-	-	15 and 1 loco	3 Mar. 45	
23 Mar 45	RAJBURI	95	-	7	1 loco	22 Mar. 45	Considerable movement.
22 Mar 45	GUBUA	10	-	No change	No change	18 Mar. 45	
22 Mar 45	SHEJBURI	70	-	8	-	19 Mar. 45	Some turnover.
22 Mar 45	KAO TAMONE	75	-	-	-	19 Mar. 45	20 in station. - 55 in quarry sidings.
24 Mar 45	WANGHONG	36	2	-	22 and 1 loco	3 Mar. 45	
24 Mar 45	KUI	17	-	16	-	3 Mar. 45	
22 Mar 45	PRACHUAB GIRIKAN	16	-	7	-	19 Mar. 45	
22 Mar 45	HNOHNG HIN	37	1	23 and 1 loco	-	19 Mar. 45	One train length on passing loop.
22 Mar 45	BANG SABHAN	18	-	2	-	2 Mar. 45	
22 Mar 45	BANG SABHAN NOI	13	1	13 and 1 loco	-	20 Dec. 44	A train travelling North.
22 Mar 45	BANG SON	48	1	17 and 1 loco	-	2 Mar. 45	
22 Mar 45	NA JA ANG	25	-	-	41 and 1 loco	18 Mar. 45	11 in station. 14 on loop line to north.
23 Mar 45	JUMBHORN	150	4	30 and 3 locos	-	22 Mar. 45	Part cover. Some movement.
				<u>KRA ISTHMUS.</u>			
23 Mar 45	NA NIEN	50	-	No change	No change	22 Mar. 45	
				<u>JUMBHORN - PADANG BESAR.</u>			
19 Mar 45	SAWI	41	2	29 and 1 loco	-	10 Feb. 45	
19 Mar 45	LANG SUAN	17	1	-	-		
22 Mar 45	ROHNEHBUN	32	-	-	-		
				<u>BURMA - SIAM</u>			
18 Mar 45	BANGKOK NOI	105	-	-	10 and 2 locos	16 Mar. 45	
18 Mar 45	BANG BAMRUE	16	-	-	3	13 Mar. 45	
18 Mar 45	TALING CHAN	19	-	6	-	12 Mar. 45	
23 Mar 45	BAN KHMER	54	-	18	-	18 Mar. 45	
24 Mar 45	NAKORN PATHOM	65	2	22 and 2 locos	-	16 Mar. 45	This includes train of 1 loco and 35 R/S moving E. through station. Station is part covered.
24 Mar 45	HNOHN PLADUK	236	-	196	-	11 Mar. 45	125 (including 2 hospital coaches) in station. 24 in S. sidings. 87 in W. sidings. Considerable turnover.
24 Mar 45	BANPONG	15	-	11	-	22 Mar. 45	
24 Mar 45	DHAPHA	100	-	87	-	22 Mar. 45	75 in station. 25 on spur N. of station.
21 Mar 45	MILE 242	30	-	No change	No change	14 Mar. 45	
21 Mar 45	BANG BHANG	10	-	No change	No change	14 Mar. 45	
23 Mar 45	KANCHANABURI	10	-	-	31	21 Mar. 45	Station not covered. R/S in sidings.
23 Mar 45	BAN KAO	18	-	-	6	14 Mar. 45	
23 Mar 45	BAN TAH KILLEN	18	-	-	13	15 Mar. 45	5 on main line. 13 on spur but all spurs not covered.
23 Mar 45	BAN LUM SUM	50	-	-	10	19 Mar. 45	
23 Mar 45	BAN WANG YAI	43	2 T.L.'s	8 and 2 T.L.'s.	-	11 Mar. 45	
23 Mar 45	THA DAENGA	23	-	No change	No change	3 Mar. 45	
23 Mar 45	SRA SI MUM	29	-	-	4	19 Mar. 45	
22 Mar 45	MILE 146	30	-	-	-		In sidings.
23 Mar 45	MILE 145	51	1	13	-	6 Mar. 45	
23 Mar 45	GAIZAI YOK	32	-	32	-	19 Mar. 45	
23 Mar 45	KUI ZANG	11	-	5	-	3 Mar. 45	
23 Mar 45	BRANG KASI	31	-	17	-	11 Mar. 45	
23 Mar 45	KAKIANG	15	-	-	5	6 Mar. 45	
23 Mar 45	KUI YONG	22	-	-	6	11 Mar. 45	
23 Mar 45	DHA KHANUN	18	-	-	4	11 Mar. 45	
23 Mar 45	YOHNGDI	17	-	-	-		
23 Mar 45	DHAMAY IEW	11	-	-	4	19 Mar. 45	Poor cover
19 Mar 45	KUI CHANG	15	-	3	-	15 Mar. 45	
19 Mar 45	BAN NAUNGLU	92	-	-	20	17 Mar. 45	
23 Mar 45	PHADAW	18	-	-	12	19 Mar. 45	
23 Mar 45	SHITPYIT	40	-	8	1 loco	16 Mar. 45	
23 Mar 45	MILE 56	8	-	-	-		
23 Mar 45	ANANKWIN	91	-	48	-	16 Mar. 45	24 in station area. 31 in sidings N. of station. 36 in sidings S. of station.
23 Mar 45	MILE 26	20	-	-	-		
				<u>TUNG SONG - BAN KANTANG</u>			
22 Mar 45	BAN KANTANG	10	-	-	-		7 in station. 3 in waterfront sidings.

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SIAM RAILWAYS

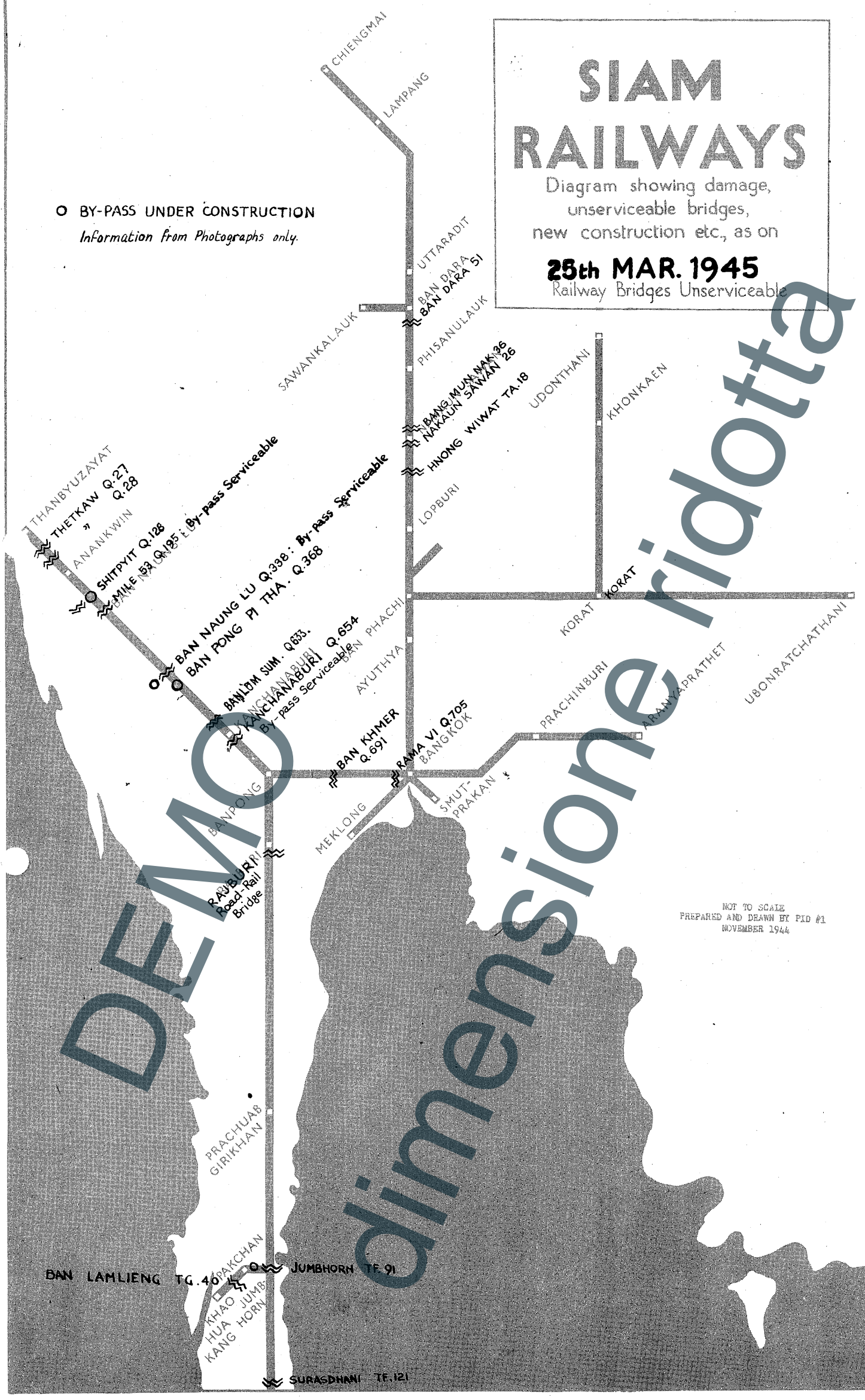
Diagram showing damage, unserviceable bridges, new construction etc., as on

25th MAR. 1945

Railway Bridges Unserviceable

○ BY-PASS UNDER CONSTRUCTION

Information from Photographs only.



NOT TO SCALE
PREPARED AND DRAWN BY PID #1
NOVEMBER 1944

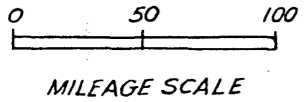
BAN LAMLIENG TG. 46

JUMBORN TF. 91

SURASANI TF. 121



BATTLE OF CHINA



CHENG TU
 +++++ OPERATIONAL
 +++++ DESTROYED
 +++++ UNDER CONSTRUCTION
JAPANESE OCCUPIED [Hatched Box]
 26 MAR. 1945

LAOHOKOW

ICHENG

YANGTZE RIVER

ICHANG

CHUNGKING

PO YANG LAKE

NANCHANG

HAIMEN

EAST CHINA SEA

KWEIYANG

PAOCHING

LIENWA

CHALING

LEIYANG

SUICHWAN

KANCHOW

TAYU

PING SHEK

NAMYUNG

YANGKAI

CHANYI

KUNMING

CHENGKUNG

HOCHIH

TUHSHAN

ISHAN

LUICHOW

KUKONG

-YINGTAK

FOOCHOW

AMOY

FORMOSA STRAIT

MAKO

TAINAN

TAKAO

KIIRUN

KARENKO

HAGAING

CAOBANG

QUANG UYEN

YEN BAY

LAM SON

VINH YEN

QUANG YEN

PAKHOI

MON CAY

HA COI

CAT BAI

GULF OF TONKIN

HOPPO

WAICHOW

HONG KONG

SOUTH CHINA SEA

HAINAN STRAIT

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Section
IV

WAR NEWS
From
WORLD
BATTLEFRONTS



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THE WAR AGAINST JAPAN

(To Include 27 March 1945)

Situation Review in China

The enemy renewed his offensive in the North China area. Fighting was still in progress in the Kanchow sector. In South China and French Indo-China little activity was reported. The majority of the operations of the 14th AF were against enemy columns in North China.

GROUND SITUATION: In North China, a drive toward Laohow a/f began. Six columns moved west from the Pinhan RR toward Nanyang. Nanyang was by-passed and the enemy was reported to be some 25 miles SW of the town. There was apparently little resistance offered by the Chinese, and taking advantage of the terrain, the Japanese advanced rapidly over a broad front, using tanks, armored cars, and cavalry. At the same time, elements of the Japanese 39th Division moved north from Kingmen and occupied Icheng. A considerable number of Chinese troops were said to be surrounded at Fangcheng, and heavy fighting was in progress. Laohow a/f was evacuated on the 26th.

Along the Yellow River, the enemy has reinforced his garrison with several thousand troops and a considerable number of tanks. It is believed that the Japanese have sufficient strength to control the area east of the line Sian-Kingmen.

Heavy fighting was reported at Kanchow and along the Kanchow-Namyung road. The Chinese claim to have recaptured Tayu and inflicted serious losses on the enemy. Chinese raiding parties with demolition teams were said to have attacked the Kanchow-Namyung road at several critical points.

Conflicting reports were received concerning the situation along the northern Indo-China border. The Japanese column which crossed the border in the vicinity of Caobang was said to have returned to French Indo-China. The French still hold a few small garrisons, however, it was believed that these stands would not affect the Japanese military dominance of the country. In the Hengyang-Liuchow RR corridor, large troop movements were reported from the Kweilin sector to Hengyang. Along the coast, the enemy continued to construct large-scale defensive positions.

AIR SITUATION: Troop concentrations and the railroads in North China were main targets of the 14th Air Force. Fighters covered the roads in the Kingmen-Nanyang area attacking troops, MT, tanks, and horses. On 23 March, 20 B-24s escorted by fighters bombed the Tsinan RR yards, damaging RS, repair shops, and other installations. On the same day, other heavies knocked out a large span of the Yellow River bridge. P-61s were out on night offensive missions, and successfully attacked RS, locos, and motor convoys. Mediums, flying both day and night missions, bombed stores and ammunition dumps in the North China area.

On 24 March, B-24s bombed the Chenghsien RR yards with excellent results, and at the same time other heavies bombed the Yellow River bridge. Eight fighters, in a sweep along the Pinhan RR, exploded fifteen box cars of gasoline, killed an estimated 100 troops, and damaged locos and trucks. Six P-51s in a sweep on Nanking a/f on 24 Mar, were intercepted by 23 Oscars and Tojos, two of the e/a were destroyed and one was damaged. The following day, fighters again attacked Nanking a/f claiming 2-1-4. Other fighters covered the roads in the Hengyang-Paoching area, attacking trucks, troops, compounds and bridges. Railroad installations in the Yochow sector were the targets for both fighters and mediums. The Yochow RR bridge was knocked out by fighters on 25 March, and on the same day, B-25s scored eight direct hits on the RR between Yochow and Changsha.

During this period, heavies bombed the dock installations at Samah Bay. Other Libs attacked shipping in Tonking Gulf, damaging a transport. B-24s also carried out successful mining missions.

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A close-up of the bunker shown on the preceding page (above). Interior of the bunker (below) and one of it's late defenders. These bunkers, originally part of the catacombs under the pagoda, are more than seven hundred years old.





The beach head three hours after the first assault troops made their crossing. Wounded men are being treated on the beach in the foreground. The men wading through the water from the sand bar are bringing in more wounded. The sand bar is the spot to which these troops were forced to retire after motor trouble in their assault boats placed them at the mercy of Jap gun positions in the cliffs, one-half mile east of Nyaungu. The smoke in the background is the result of air strikes which were called for as soon as visibility was adequate and it was apparent that the second assault troops could not make a surprise landing.

The Infantry watches while the tanks attack a bunker. These bunkers commanded the approaches to Nyaungu and had to be liquidated before the troops could advance and consolidate the bridge head area. Air strikes were made within two hundred yards of the tanks.





When the fast moving column of the 17th Division harbored at Kameye it was necessary to send certain documents back to Corps Headquarters. The area was unsuitable for landing an L-5 so a "flying snatch" was made. The man riding in the rear seat of the L-5 has just reached out of the plane and snatched the message sack rope from between the two poles seen in the ground.

Large scale air drops were made alongside the Thabutkon Strip instead of landing. In this way the strip was left clear for planes landing with men.





An unexpected arrival on the field was this P-47 of the 1st Air Commando Group which landed a few minutes after the field was opened. While on an air-ground mission a few miles away, the plane's oil line was shot out and the pilot had to make an emergency landing at Thabutkon.

Thick dust blown up by the C-47s swirls around these Indian troops who have just gotten off the planes after their trip from Palel to Thabutkon. AA guns alongside the runway protect the field from enemy attack while the troops unload from the planes. A constant air cover flew over the area during the operation.



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Appendix
A

**PHOTO RECONNAISSANCE FORCE
WEEKLY INDEX OF PHOTOS,
MOSAICS and TARGET STUDIES**



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FOR INSTRUCTIONS FOR ORDERING PHOTOGRAPHY REFER TO EASTERN AIR COMMAND
WEEKLY INTELLIGENCE SUMMARY, NUMBER 26; DATED 23 FEBRUARY 1945.

SECTION I

LATEST BEST AVAILABLE COVER OF ENEMY AIRFIELDS IN INDIA-BURMA THEATER

NAME OF AIRFIELD	SQ. & MISSION NO	DATES OF PHOTOS	FOCAL LENGTH	PRINT NUMBERS	SCALE OF PHOTOS
* BHEJBURI	684 BN 771	22 Mar 45	20"	3088	1:15400
CHIENGMAI	40PR 5M 495	21 Mar 45	24"	LF & RF 118-120	1:15000
DON MUANG	40PR 5M 516	23 Mar 45	40"	LH & RH 174-177	1:8100
HMAWBI	40PR 5M 472	19 Mar 45	40"	LH & RH 29-33	1:9000
KALAYWA	40PR 5M 489	20 Mar 45	24"	LF 74-75; RF 71-76	1:14000
LAMPANG	40PR 5M 514	23 Mar 45	24"	LF 30-32	1:15000
MEMOH	40PR 5M 514	23 Mar 45	24"	LF 28-29	1:15000
* MERGUI	684 BN 775	23 Mar 45	36"	3010-13; 4009-13	1:8300
* MINGALADON	681 EA 919	24 Mar 45	36"	3093-96; 3108-10; 4093-96; 4108-11	1:10000
MOULMEIN	40PR 5M 493	21 Mar 45	24"	LF 76-78	1:15000
* NAGORN SAWARN	684 BN 780	25 Mar 45	20"	3400-05	1:15000
NAKORN PATHOM	40 PR 5M 516	23 Mar 45	40"	LH & RH 165-66	1:8100
* NA NOI	684 BN 775	23 Mar 45	36"	3105-07; 4104-06	1:8300
PEGU	40PR 5M 447	15 Mar 45	40"	LH 91-94	1:9000
PHRE	40PR 5M 514	23 Mar 45	24"	LF 19-20	1:15000
RAJBURI	40PR 5M 494	21 Mar 45	24"	RF 4-6	1:13500
* SARA BURI	684 BN 780	25 Mar 45	20"	3287-89; 4055-56	1:15000
* TAVOY	684 BN 777	24 Mar 45	20"	3004-07; 4005-10	1:13500
* VICTORIA POINT	684 BN 776	21 Mar 45	36"	4153-57	1:8300
ZAYATKWIN	40PR 5M 472	19 Mar 45	40"	LH & RH 86-90	1:9000

* NEGATIVES NOT IN LOCAL FILES

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AVAILABLE MOSAICS (AMERICAN & BRITISH) OF TARGET AREAS IN INDIA-BURMA THEATER

SECTION II

TITLE OF MOSAIC	DATE	PRODUCED BY	MOSAIC NO.	7PTS NUMBER	SIZE
<u>AMERICAN MOSAICS</u>					
AUNGBAN TO NAUNGPALE (Rd) (Gridded)	Mar 45	PRF	Proj 203	CFX 3364-3379	20 "x24 "
CHIENG SEAN (BAN GASA) (Gridded)	Mar 45	PRF	Proj 107d	CFX 3399	"
KENGTUNG TO LAMPANG Rd. (Gridded)	Mar 45	PRF	Proj 107	CFX 3242-3279	"
KYAUKPADAUNG & VICINITY (Gridded)	Mar 45	PRF	Proj 201e	CFX 3327	"
LAMPANG (Gridded)	Mar 45	PRF	Proj 107h	CFX 3400	"
LAWKSAWK TO KYAUKME (Rd) (Gridded)	Mar 45	PRF	Proj 146	CFX 3380-3390	"
MAN PONG TO PANG SAMHKAM (Rd) (Gridded)	Mar 45	PRF	Proj 100	CFX 3231-3241	"
MOG YAI (Gridded)	Mar 45	PRF	Proj 97d	CFX 3396	"
NAWNLENG & VICINITY (Gridded)	Mar 45	PRF	Proj 95a	CFX 3395	"
N.E. BURMA AREA (Gridded)	Mar 45	PRF	Proj 247c	CFX 3215-3229	"
PAPUN TO BILIN (Rd) (Gridded)	Mar 45	PRF	Proj 208	CFX 3312-3325	"
PEKON (Gridded)	Mar 45	PRF	Proj 203b	CFX 3394	"
PINLAUNG (Gridded)	Mar 45	PRF	Proj 203a	CFX 3393	"
PYINMANA I AIRFIELD & VICINITY (Gridded)	Mar 45	PRF	Proj 201f	CFX 3326	"
RANGOON TO PROME (RR)	Mar 45	PRF	Proj 117	CFX 3280-3311	"
WIYANG PHRAN (ME HSAI) (Gridded)	Mar 45	PRF	Proj 107c	CFX 3398	"
YANDOON (Gridded)	Mar 45	PRF	Proj 132b	CFX 3397	"

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~~CONFIDENTIAL~~
~~INDEX OF TARGET STUDIES~~
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SECTION III

NO.	TITLE OF TARGET STUDY	DATE OF COMPLETION	PRINT SIZE	SCALE	7PTS NEGATIVE NUMBER	ASGD.	IN PRO.	COMPL.
95.	a. NAWNGLENG & VICINITY annot photo grid	26 Mar 45	20"x24"	1:9000	CFX 3395			X
97.	a. MONG YAI enlarged annot. photo grid	26 Mar 45	20"x24"	1:10400	CFX 3396			X
107.	ROAD: KENGTUNG TO LAMPANG annotated mosaic 67 sect. gridded. INDEX MAP, 2 sections	21 Mar 45	20"x24"	1:15000	CFX 3244-79			X
	c. WIYANG PHRAN (ME-HSAI) annot photo grid	21 Mar 45	20"x24"		CFX 3242-43			X
	d. CHIENG SEAN (BAN GASA) annot photo grid	26 Mar 45	20"x24"	1:7500	CFX 3398			X
	h. LAMPANG annot mosaic grid	26 Mar 45	20"x24"	1:7500	CFX 3399			X
132.	b. YANDOON annot mosaic grid	26 Mar 45	20"x24"	1:15000	CFX 3400			X
146.	ROAD: LAWSAWK TO KYAUKME 21 sections gridded	26 Mar 45	20"x24"	1:6900	CFX 3397			X
203.	ROAD: AUNGBAN TO PINGLAUNG TO PEKON TO NAUNGPALE 25 sections annot. mosaic grid INDEX MAP	24 Mar 45	20"x24"	1:13500	CFX 3380-90			X
	a. PINLAUNG, enlarged annot photo grid	24 Mar 45	20"x24"		CFX 3364-78			X
	b. PEKON enlarged annot photo grid	26 Mar 45	20"x24"	1:6800	CFX 3379			X
208.	ROAD: PAPUN TO BILIN annotated mosaic grid, 13, sections INDEX MAP	26 Mar 45	20"x24"	1:6900	CFX 3393			X
		21 Mar 45	20"x24"	1:20000	CFX 3394			X
260.	PAIKTHIN MOSAIC <u>LITHOGRAPHED</u> annotated area mosaic grid, 4 sections	21 Mar 45	20"x24"	1:20000	CFX 3313-25			X
		24 Mar 45	20"x24"	1:15700	CFX 3312			X
265.	RANGOON RIVER						X	
266.	ROAD: MONG KUNG TO WAN HPUN grid lined						X	
269.	ROAD: MOULMEIN TO MUDON TO NETHARAW						X	
	a. ROAD: MOULMEIN TO KYAIKMARAW TO NAINGPARAING						X	
270.	ROAD: BAN THANI TO BAN GONG TO BAN BANG TO PHISANULAU						X	
271.	ROAD: MUDON TO THANBYUZAYAT TO SAKANGYI TO MAWKANIN TO YE						X	

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