

3. The main Japanese military drive was launched on February 11th, when two columns reached the North bank of the YELLOW River opposite KAIFENG and LOYANG. On February 10th and 11th Japanese aircraft heavily bombed the important bridge over the YELLOW River on the PINGHAN Railway. As a result this bridge was badly damaged and all rail traffic temporarily suspended. During the next few days almost continuous Japanese air action was evident along the LUNGHAI Railway line even as far West as CHENGCHOW, where serious damage was caused to the Railway Station and the telephone, telegraph and power services. Chinese Headquarters here were also bombed. On 15th, the first Chinese aircraft reported in these operations (a squadron of VULTEE attack bombers) raided the Japanese aerodrome at CHANGTEH (North HONAN) while on the 21st they bombed the Japanese troop concentrations at TSINING and FENGYANG. Japanese aircraft were still, however, maintaining the pressure, especially against the YELLOW River crossings and Chinese military establishments. It was evident that considerable numbers of Army aircraft were being used for these operations and that Naval aircraft were mainly employed on the more distant objectives. On 24th, Chinese aircraft (probably the same VULTEE squadron) bombed the aerodrome at SINSIANG and during the following four days Japanese Army units carried out extensive bombing of military targets and troop concentrations in SHANSI. CHENGCHOW came in for particular attention and the Japanese gave warning that all Chinese trains would be bombed on the LUNGHAI after March 1st. Complete air superiority