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3. Special Report (K) 1943 (B-3).

Eighth Army Interrogations

4. No. 1488-48, Nov 1945 - May 1946 (D-6).

5. No. 1517-37, Oct 1945 - Aug 1946. Informant observed field from distance of approx 2 mi while repairing road. (D-6)

6. No. 709-44, Aug 1946 (D-6).

7. No. 701-39, Sep 1946. Only part of field observed because of obstruction of hill. (D-6)

8. No. 1562-8, Oct 1946. Informant observed field from distance of 1.2 mi while repairing road. (D-6)

9. No. 1507-31, Mar-May 1947. Field observed from distance of 0.5 mi. (D-3)

10. No. 701-46, Jun 1947 (D-6).

NADEZHDINSKAYA
(Nadezhinskoye South)

48°18'N, 133°12'E

T-13

Confirmed

Location: Exact location unknown. Probably either 0.5 mi west of town of Nadezhdinskaya, north of road to Leninskoye, west of road to Birobidzhan (1), or approx 2 mi south of Nadezhdinskaya, 4.3 mi north of Golovinsky, just west of Birobidzhan-Golovinskoye road (1,4).

Altitude: Approx 160 ft (1)

Field: Rectangular, 2950 x 1310 ft N/S (1,2)

Runway: None (2,4)

Facilities: None (2,4)

Remarks:

1. K.A.M. (1) locates a field at both above locations, but reliable informant (4), whose information is based on memory of aerial photographs, is certain that only one field exists at Nadezhdinskaya; believes field's location was corrected from west to south of town, and that old symbol not deleted.

2. Surrounding topography. Level, open, grassy plain with scattered trees and shrubs in surrounding area; no obstructions; extension possible (1).

3. Occasional plane observed using field 1941 - 1943. Field considered inactive (4).

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4. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); not listed on Airfield Map 54N-121E, Jul 1948; listed in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-13).

References:

1. K.A.M., 1:100,000, Part II, Map No. 13, 1942 (B-3).

2. ATIS Doc No. 32740, 1945 (C-3).

3. ATIS Doc No. 28177, Jun 1944 (C-3).

4. Special Report (K), 1943. Based on memory of aerial photograph, 1943. (B-2)

LAZAREVO

48°13'N, 132°25'E

(See Location Map, Plate I-49)

T-14

Confirmed

Location: 1.5 mi NNE of Lazarevo RR station; 0.6 mi west of Leninskoye-Birobidzhan RR; 8.3 mi NNW of Babstovo (1,3,4).

Altitude: 460 ft (1,4)

Field: 3940 ft E/W x 2950 ft N/S (2).

Runway: None (2,3,4)

Facilities:

1. 20 uncovered and 10 covered, small, dirt rvts; 6 uncovered, large dirt rvts located along east edge of field (2,3).

2. Barracks area SE of field (3,4).

3. Underground fuel dump 0.5 mi south of field (2,4).

4. Large underground, ground force, Am dump in hills 3.5 mi south of field (2,4).

Remarks:

1. Field listed as T-14 rather than T-12 because information not recent.

2. Surrounding topography. Slightly high ground; unlimited open approach to NE, north, west and SW; mountains 1680 ft 1.75 mi to SE, 1240 ft 2.75 mi to SSE, 2850 ft 5 mi to SE, 2420 ft 8 mi to SE; extension possible to east (1,4). Ground becomes soft after rain. Marshy area immediately west of field (3).

3. Field. Rptd in good condition 1943 (3).

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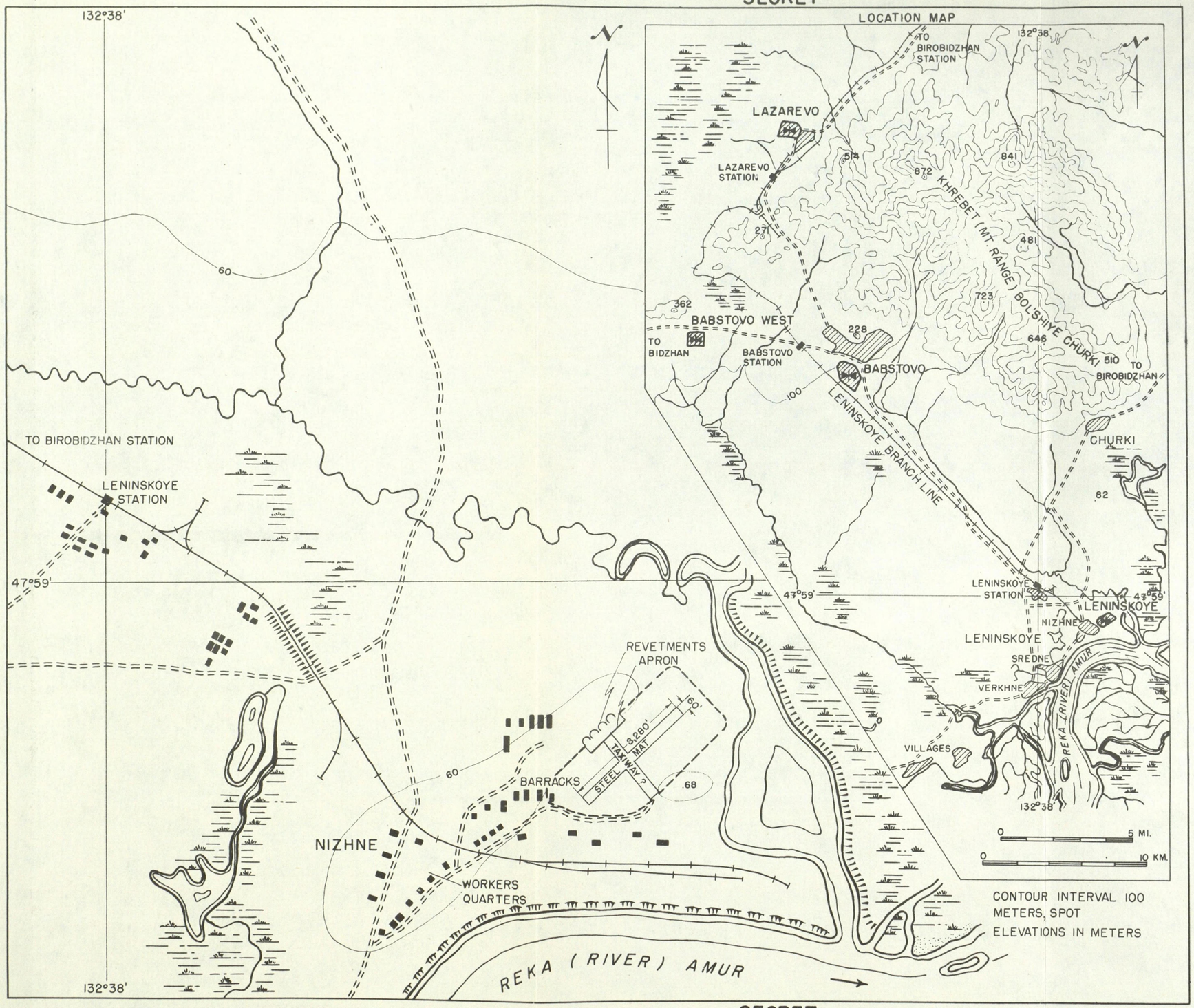

MAP BASED ON K.A.M. 1:100,000, PART II, MAPS NOS. 19 AND 20, 1942, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1/4 1/2 1 MILES

0 1 2 KILOMETERS

CONTOUR INTERVAL 20 METERS
SPOT ELEVATIONS IN METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
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LENINSKOYE AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-49

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4. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-12); on Airfield Map 54N-121E, Jul 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. K.A.M. , 1:100,000, Part II, Map No. 19, 1942 (B-3).
2. ATIS Doc No. 32740, 1945 (C-3).
3. Special Report (K), 1943. Based on memory of aerial photograph, spring 1943. (B-2)
4. Japanese Town Plans of Eastern Soviet, Map No. 14, 1941 (C-3).

BABSTOVO

48°07'N, 132°29'E

(Plate I-49)

T-12

Confirmed

Location: Immediately south of town of Babstovo; just NE of Bidzhan-Leninskoye RR; 2 mi SE of Babstovo RR station (1).

Altitude: 295 ft (1)

Field: 4260 x 3610 - 3940 ft (2,6)

Runway: Possibly dirt, dimensions unknown (4,5,10).

Facilities:

1. 5 barracks along road to NE (5).
2. 2 small gas tanks, 7 ft in diameter and 13 ft high (4).
3. 2 searchlights rptd near field, exact location uncertain; information possibly applies to Babstovo West field (6).
4. 20 uncovered dirt rvts at field in 1942 (2,3,7). Later report indicates these may have been destroyed.

Remarks:

1. Surrounding topography. Level ground; mt 2500 ft high, 7.5 mi to NNE; 2130 ft 5.5 mi to NE; 1070 ft 7.5 mi to east; level, open ground to SE, south, SW, and west; hill 890 ft high 6 mi to NW; hill 620 ft high 6 mi to NNW; extension possible to SE and NW (1).
2. Runway. 3 informants rpt no runway (6,8,9).
3. Aircraft. 500 single-engine bombers rptd on field (5). Also 20 reconnaissance, 70 transports and 20 fighters observed (6). 2 informants

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rpt 200 fighters (4,8). One rpts 100 attack planes (9).

4. Facilities. Fuel storage rptd at foot of low hill 0.75 mi north of field. (7)

5. 1000 air corps personnel rptd based at field (5).

6. Military tank unit rptd 1 mi east of field (5).

7. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-9); on Airfield Map 54N-121E, Jul 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. K.A.M., 1:100,000, Part II, Map No. 19, 1942 (B-3).

2. Special Report (K), 1943 (B-3).

3. ATIS Doc No. 32740, 1945 (C-3).

Interrogations

4. Eighth Army No. 1469-17, May-Aug 1947 (D-3).

5. Eighth Army No. 1287-17, Jun 1947 (D-6).

6. Eighth Army No. 1473-46. Field observed from distance of 660 ft, Oct 1947. (D-3)

7. FEAF A-2 Confidential Source, 1943 (C-3).

8. Eighth Army No. 1047-24, May 1947 (D-4).

9. Eighth Army No. 1213-44, Jun-Aug 1947 (D-4).

10. FEAF A-2 No. 541, Jun-Nov 1947. Informant worked at government farm 2000 ft from airfield. (C-3)

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BABSTOVO WEST

48°07'N, 132°29'E

(See Location Map, Plate I-49)

T-12

Confirmed

Location: 5 mi west of town of Babstovo; just south of Bidzhan-Babstovo road; 3 mi west of Babstovo RR station on Birobidzhan-Leninskoye RR (1,2).

Altitude: 330 ft (1)

Field: 3280-4590 x 3280 ft (1,2,3,4,5)

Runways: No information

Facilities:

1. 5-6 2-story wooden barracks, 50 x 130 ft, located 350 ft east of field (4).

2. 10 dilapidated, covered, dirt rvts along east edge of field, rptd unused (4).

3. Log-constructed look-out tower with open platform on top, on east side of field (4).

Remarks:

1. Rpts conflicting as to exact location. One source locates field immediately south of Babstovo RR station (5); another locates it 3 mi SW of Babstovo RR station, 4.3 mi SW of Babstovo (4).

2. Surrounding topography. Gently sloping ground; hill 560 ft high 3.5 mi to NNE; steeply rising hill 920 ft high one mi NW of field; mt 2520 ft high 4 mi to NE; hill 870 ft high 6.5 mi to west; mt 1200 ft high 7.75 mi to SW; mt 2030 ft high 10.6 mi to east; open approach from south and SE; extension possible (1).

3. Weather. Rainy season Aug-Oct; snowfall Nov-Feb; minimum temperature -50°C Jan. Prevailing wind rptd westerly (4).

4. Aircraft. 200 low winged monoplanes with single air-cooled radial engine, resembling LA-5 fighter or SU-2 attack bomber, observed on field. Planes did not appear to be in operation (4).

5. Estimated 500-600 air corps personnel based at field (4).

6. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); not on Airfield Map 54N-121E, Jul 1948; in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

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References:

1. J.G.S., 1:100,000, 7R Series, Map No. 1, 1944. Survey corrected in 1944. (B-3)
2. Special Report (K), 1943. Based on memory of aerial photograph. (B-3)
3. ATIS Doc No. 32740, 1945 (C-3).
4. Maizuru Interrogation No. 180, Oct 1945 (C-3).
5. FEAF A-2 Confidential Source, 1943. Based on memory of aerial photograph and survey reports. (F-3)

LENINSKOYE

47°59'N, 132°38'E

(Plate I-49)

T-11

Confirmed

Location: 2.5 mi ESE of Leninskoye RR station; approx 3.75 mi NE of Verkhne (upper) Leninskoye; just NE of Nizhne (lower) Leninskoye; 0.5 mi north of Reka (river) Amur (4).

Altitude: Approx 200 ft (1)

Field: Dimensions unknown

Runway: 3280 x 160 ft, NE/SW, steel mat. Steel mat taxiway bisects runway at center and joins concrete apron fronting hangars to NW (4). (See Remark No. 3)

Facilities:

1. 2 large and 3 small hangars dug into side of hill NW of runway (4,5).
2. Approx 3 one-story wooden barracks at SW side of field (4).
3. Fuel warehouse 66 x 15 ft, possibly camouflaged with sod at NW corner of field (5).

Remarks:

1. Japanese Intelligence Maps (1,3) locate field 2.5 mi SW of Leninskoye RR station. This location based on observation of Russian aircraft from Ch'ieh-ch'ing-k'ou approx 11 mi from estimated position of field. Location unconfirmed and considered unreliable by Japanese Intelligence (2).
2. Surrounding topography. High ground to NW and SE of field; open, unlimited approach beyond raised ground to SE, south, SW, west, NW and to NE except for hill 720 ft high 8 mi to NE; mts 1180 ft high 8 mi to NNW, 1480 ft high 8.5 mi to north, reaching peak of 1920 ft 10 mi to NNW (1).

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3. Runway. One informant described runway as dark in color and had heard from another PW that there was steel mat runway here. Apron appeared white, therefore informant thought it concrete (4).

4. Aircraft. Numerous single-engine fighters (YAK-type) observed parked along apron in front of hangars (4). On several occasions Sep 1945 - Jan 1946 obsolete biplanes (PO-2) observed flying over field dropping packages; no landings made (4).

5. Facilities. Large hangars could accommodate 3 single-engine fighters parked wing-tip to wing-tip (4).

6. Leninskoye RR station is terminus for Leninskoye branch line (Leninskoye-Birobidzhan). Single-track spur extends towards SE to Reka Amur, switches into double-track spur near river, and continues parallel with Reka Amur towards inlet to east (1,4).

7. Dirt road connects SE end of taxiway with Nizhne Leninskoye village; double-lane gravel-dirt road, in good condition, runs north from village to Leninskoye RR station and continues north along RR to Babstovo.

8. PW camp south of field (4).

9. Listed in JANIS 73, Chap XII, Feb 1945 (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 42N-139E, Nov 1948 (T-14); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-14).

References:

1. K.A.M., 1:100,000, Part II, Map No. 20, 1942 (B-3).

2. Special Report (K), 1942 (B-3).

3. ATIS Doc No. 32740, 1945 (C-3).

4. (a) Special Interrogation No. 188; re-interrogation of
(b) ATIS Interrogation No. 1567, Jan 1946. Field observed once from top of near-by hill. (B-3)

5. ATIS Interrogation No. 8567, Vol 46, p 46, May 1947 (C-3).

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NOVOYE

47°49'N, 132°21'E

T-14

Confirmed

Location: Exact location uncertain; probably 1.5 mi NE of village of Novoye (1) which is 2.4 mi north of Reka (river) Amur and Manchurian border; 17 mi SW of Leninskoye RR station (1,2).

Altitude: Approx 195 ft (1,2)

Field: Dimensions unknown

Runway: None as of Mar 1945 (4,5)

Facilities: No information

Remarks:

1. K.A.M., (1) appears to locate another field immediately south of village of Novoye and north of inlet of Reka Amur, but J.G.S. (2), based on later survey, shows bldgs and road at this location. Probably airfield symbol on K.A.M. at point 1.5 mi NE of village of Novoye is correction of symbol shown immediately to south of Novoye.

2. Surrounding topography. Level ground surrounded by marshlands (1,2).

3. Field. Believed to be only ELG (3). Many places along Reka Amur between Yekaterino-Nikol'skoye (47°45'N, 130°58'E) and Leninskoye (47°59'N, 132°38'E) can be used as landing ground by liaison and pursuit aircraft (5). Ground becomes soft during rainy season (3).

4. Aircraft. Unusable for heavy aircraft (3).

5. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); not listed on Airfield Map 42N-139E, Nov 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

References:

1. K.A.M., 1:100,000, Part II, Map No. 20, 1942; survey date 1939-1940 (B-3).

2. J.G.S., 1:100,000, 7R Series, Map No. 2, 1942; survey date 1942. Airfield not shown on map. (B-3)

3. Special Report (K), 1943 (B-2).

4. ATIS Doc No. 28177, Jun 1944 (C-3).

5. ATIS Doc No. 32740, Mar 1945 (C-3).

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BIDZHAN EAST
(Basmak North)

47°58'N, 131°56'E

T-14

Confirmed

Location: 3 mi east of town of Bidzhan; one mi NNW of village of Basmak; one mi ENE of Reka (river) Bidzhan; 28 mi WSW of Leninskoye RR station (1,2).

Altitude: Approx 230 ft (1,2)

Field: Egg-shaped; approx 3280 x 2300 ft (2)

Runway: None as of Mar 1945 (3)

Facilities: One covered and 24 small uncovered dirt rvts (3).

Remarks:

1. Field listed as T-14 rather than T-12 because information not recent.

2. Surrounding topography. Level grassy plain with scattered trees, shrubs and marshes in surrounding area. Mts begin to rise approx 3 mi to north reaching peak of 1070 ft 4.8 mi to NNE and 1600 ft 5.6 mi to NE. Hill 425 ft high 4 mi WNW (1,2).

3. Field. One source (3) rpts field 3610 x 2300 ft. Extension possible to north and east. Field possibly unusable during thaw (1,2).

4. Bidzhan-Novoye road borders SW sector of field (2).

5. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; listed on Airfield Map 42N-139E, Nov 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. K.A.M., 1:100,000, Part II, Map No. 20, 1942; survey date 1939-40 (B-3).

2. J.G.S., 1:100,000, 7Q Series, Maps Nos. 2 and 7, 1942-1943; survey date 1940 (B-2).

3. ATIS Doc No. 32740, Mar 1945 (C-3).

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BIDZHAN SOUTHEAST
(Basmak South)

47°58'N, 131°56'E

T-14

Confirmed

Location: 5 mi SE of town of Bidzhan; 0.4 mi SSE of village of Basmak; 1.6 mi east of Reka (river) Bidzhan; 28 mi WSW of Leninskoye RR station (1,2).

Altitude: Approx 230 ft (1,2)

Field: Roughly rectangular, approx 3610 x 1970 ft (2)

Runway: None as of Jun 1944 (4)

Facilities:
1. 15 small uncovered dirt rvts (3)
2. Bldgs south of field (3)

Remarks:
1. Field listed as T-14 rather than T-12 because information not recent.
2. Surrounding topography. Level, grassy plain with scattered trees and shrubs in surrounding area; marshland to east and west. Mts begin to rise 6 mi to north reaching to peak of 1070 ft 7.2 mi to north (1,2).
3. Field. Limited extension possible in all directions; field becomes swampy and unusable during thaw (1,2,3).
Rptd active training field 1944 (3).
4. Bidzhan-Novoye road intersects field (2).
5. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 42N-139E, Nov 1948; or in A/F and Seaplane Sta, Siberia, Hq USAF and ONI, Dec 1948.

References:
1. K.A.M., 1:100,000, Part II, Map No. 20, 1942; survey date 1939-1940 (B-3).
2. J.G.S., 1:100,000, 7R Series, Maps Nos. 2 and 7, 1942-1943; survey date 1940 (B-2).
3. Special Report (K), 1943 (B-2).
4. ATIS Doc No. 28177, Jun 1944 (C-3).

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DEZHNEVO
(Dezhnevskiy, Desnevskiy)

47°48'N, 132°11'E

T-14

Confirmed

Location: Approx one mi north of village of Dezhnevo and Reka (river) Bidzhan; approx 6.8 mi north of Reka Amur; 23.5 mi SW of Leninskoye (1).

Altitude: Approx 195 ft (1)

Field: Rectangular, 3280 x 980 ft (1,2).

Runway: None (2,3)

Facilities: None (2,3)

Remarks:

1. Field listed as T-14 rather than T-12 because information not recent.

2. Location of field based on observation from village of Kao-li-ch'eng-tzu on Manchurian border 9.5 mi south of Dezhnevskiy where detachment of Japanese air intelligence regt was stationed in 1944 (3).

3. Surrounding topography. Level marshland; no obstructions.

4. Field. Unusable during rainy season; unfavorable airfield site (1,3).

5. Aircraft. Believed only landing strip. Planes observed landing on field once or twice a month (3).

6. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E as Desnevskiy (T-14); on Airfield Map 42N-139E, Nov 1948, as Dezhnevo (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Dezhnevo (T-12).

References:

1. K.A.M., 1:100,000, Part II, Map No. 20, Apr 1942 (B-3).

2. ATIS Doc No. 32740, published 1945. Based on aerial photographs, 1942. (C-3)

3. Special Report (K), 1944 (B-2).

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SMIDOVICH
(In)

48°36'N, 133°49'E

T-14

Unconfirmed

Location: Approx 2 mi ESE of In RR station located at town of Smidovich; 0.5 mi south of Trans-Siberian RR; 4 mi south of Reka (river) Bol'shoy In; 21 mi north of Reka Amur and Manchurian border (1).

Altitude: Approx 160 ft (1)

Field: Possibly 4920 x 3280 ft (1)

Runway: No information

Facilities: No information

Remarks:

1. Field listed as T-14 rather than T-9 because information not recent.

2. Reliable source rpts that Japanese Intelligence carried field as unconfirmed, existence questionable, and that field usable by light aircraft only during dry season (2).

3. Surrounding topography. Open, flat Bol'shoy In river valley; cultivated area just north of field, south of RR; very swampy, impassable ground to SW and south; slightly swampy to SE; no obstruction; extension possible (1).

4. Listed in JANIS 73, Chap XII, Feb 1945, as In (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as In (T-14); not listed on Airfield Map 54N-121E, Jul 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

References:

1. K.A.M., 1:100,000, Part II, Map No. 13, 1942 (B-3).

2. Special Report (K), 1943 (B-2).

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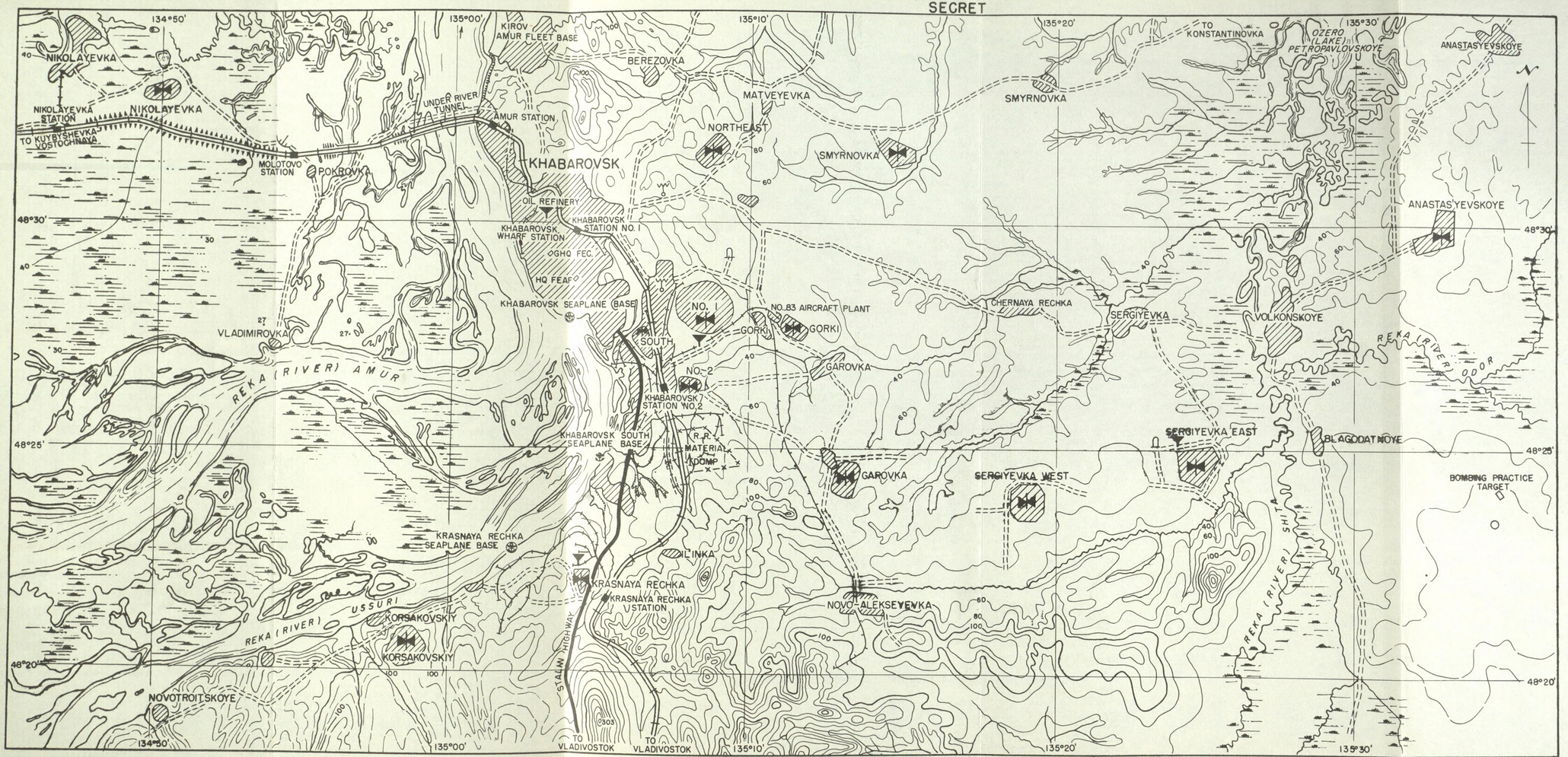

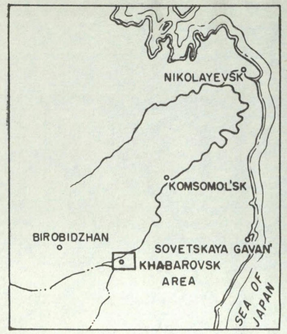

ORIENTATION MAP

MAP BASED ON K.A.M. 1:100,000, PART II, NO. 7 AND 10, 1942, J.G.S. 1:100,000, 6T SERIES, MAP NO. 25 AND 6S SERIES, MAP NO. 5, 1944.

SCALE
0 1 2 3 4
MILE
0 1 2 3 4 5
KILOMETERS

CONTOUR INTERVAL 20 METERS
FORM LINES INDICATED BY DASHES
SPOT ELEVATIONS IN METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
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KHABAROVSK AREA AIRFIELDS

G-2 GEOGRAPHICAL SECTION

PLATE I-50

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KHABAROVSK/NIKOLAYEVKA
(Khabarovsk/Pokrovka)

48°34'N, 134°47'E

(Plate I-50)

T-9

Confirmed

Location: Approx 2 mi NE of Nikolayevka station; 2 mi SE of village of Nikolayevka; 10.75 mi WNW of Khabarovsk station No. 1; 0.5 mi north of Trans-Siberian RR, south of Nikolayevka-Khabarovsk road; immediately south of small lake (1,5,7,9).

Altitude: Approx 130 ft (1)

Field: Oval shaped, 5250 x 2400 ft, ENE/WSW, (3)

Runway: No paved runway (2,3,4,10) (See Remark No. 6)

Facilities:

1. 3-4 (4,5,6) arched roof (4,10) hangars (3,4,5, 6,10,11) east or NE of field (4,5,6).

2. 2-3 (7,9) semi-underground barracks (4,7,9), roofs covered with dirt (4), located north of field (7,9).

3. 16 small, dirt, open rvts and 9 small, dirt covered rvts rptd 1943 (2). 30 covered rvts rptd 1947 (10). Possibly open, dirt rvts have been converted to covered-type rvts.

4. Small weather station (6) or wireless station (9) east of field (6,9).

Remarks:

1. Surrounding topography. Level plain (1,4,10,11) surrounded by dense growth of pines (5); marshland to NW, north, NE and east (4). No obstructions; extension possible (1).

2. Runway. 3 informants rpt concrete runway. First rpts 6600-ft concrete runway, 4 large brick hangars with concrete ramps, concrete taxiway connecting each hangar with runway; probably observed field on way to Nakhodka (5). Second rpts runway 2.5 mi x 390 ft, concrete; observed field once while passing in truck on way to Nakhodka (6). Third rpts runway 3280 x 100 ft, concrete; observed field once, probably while passing (8).
Above information considered unreliable since other men observing field at approx same time rpt open grass field, no runway. Also, Japanese Intelligence source based on 1943 aerial photograph rpts no paved runway (2). Since no construction work rptd at field, improbable that concrete runway has been constructed since close of war.

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3. Aircraft. Maximum number planes observed approx 40-50 (7,8,10) mostly single-engine LA-5 type (6) fighters (4,6,7,8,10). Twin-engine light bombers and trainers also rptd (4,10). Rpt of 10 4-engine heavy bombers (5) not confirmed. Airplanes parked among trees on west side of field (9).

4. Facilities. AA guns (7,9) and mobile searchlights (6) located east of field (6,7,9) between Nikolayevka-Khabarovsk road and Trans-Siberian RR, near Pokrovka RR station. Searchlights also rptd south of Nikolayevka (7) and north of field near barracks (9).

5. Tank and heavy artillery unit rptd 0.5 mi east of field, consisting of 30 bldgs, 10 mobile anti-tank guns (37 mm), 10 heavy artillery guns and 10 heavy tanks (5).

6. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Khabarovsk-Pokrovka (T-14); on Airfield Map 54N-121E, Jul 1948, as Khabarovsk/Pokrovka (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Khabarovsk/Pokrovka (T-12).

References:

1. J.G.S., 1:100,000, 6S Series, Map No. 5, 1944. Nikolayevka area survey corrected by Kwantung Army Hq in 1944. Map shows outline of field. (B-3)
2. ATIS Doc No. 32740, 1945 (C-3).
3. Special Report (K). Based on memory of 1943 aerial photograph. (B-3)

Interrogations

4. Special No. 204. Informant observed airfield from distance of 1 mi while cutting grass, Sep-Oct 1946. (B-3)
5. Maizuru No. 45, Apr 1947 (C-4).
6. Maizuru No. 40. Field observed once from truck Mar 1946. (C-4)
7. ATIS No. 972, Vol 22, p 16. Informant probably observed field while passing 15 May 1946. (C-3)
8. ATIS No. 14266. Field observed once from distance of 300 ft Mar 1947 (C-4).
9. Eighth Army No. 478-2. Field observed from vehicle 14 Apr 1947. (D-3)
10. Eighth Army No. 1251-27. Field observed from PW Camp Nov 1945 - Feb 1947. (D-3)
11. Eighth Army No. 1481-36. Field observed twice from distance of 1600 ft July 1946. (D-3)

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By SJ NARA Date 12-19-11

KHABAROVSK NORTHEAST
(Khabarovsk/Sergiyevka)

48°29'N, 135°05'E

(Plates I-50 and I-51)

T-11

Confirmed

Location: Approx 3.5 mi NE of Khabarovsk Station No. 1; 3 mi north of Khabarovsk No. 1 airfield; just west of Khabarovsk/Konstantinovka road (1,2,3,4,5,6,7).

Altitude: Approx 230 ft (1,2,3)

Field: Approx 3940 x 2620 ft, (6,7,8,9,21,27,33)

Runway: Compacted dirt (10,13,16,17,18,22) or gravel possibly 3280 x 165 ft (24). One source rpts field 1.8 x 1.2 mi with dirt landing strip 6600 ft long (34).

Facilities:

1. 2 small, wooden hangars (8,9,12,13,16,18,25, 28,29,30,32,34) on SE side of field (1,3,5) capacity 2-3 trainers (34).

2. One-story brick operations bldg, painted white, flat roof. Wind sock on 20-ft pole in front of bldg (34).

3. Approx 8-10 large, uncovered rvts (4,6,12,24).

4. Fuel storage warehouse (7) or underground oil storage tanks (9,27,31,32) south of field.

5. 2-story brick bldgs (27) possibly barracks (6,24) south side of field (6,27).

6. Repair shop (22).

7. Several small bldgs near hangar (7).

Remarks:

1. Surrounding topography. Reka (river) Chernaya approx 300 yd SW and south of field (1,3,10); center of field slightly higher than perimeter (6,7). Field surrounded by vast potato fields (11).

2. Aircraft. Approx 20-30 Douglas C-47 type transport planes parked on field (7,8,11,17,20,21,22, 23,24,26); a few planes painted white (8). At least 5-10 twin-engine bombers (6,9,10,11,12,14, 16,19,20) twin-rudder possibly PE-2, (8,30). Approx 40 TB-7 4-engine planes rptd (30) (Information considered highly doubtful). 12-15 single-engine fighters (9,10,11,12,15,20,23,32) possibly YAK type (7,9) and a few single-engine biplane trainers (14,15,23,24) on field. Approx 50 airplanes constantly parked on NE and south side of field (8).

Possible flight training at field rptd "greatly intensified" in early 1949 (35).

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Rptd as civilian airfield. C-47 departed daily at 0800 hrs for Moscow, Vladivostok and Komsomol'sk. Transports arrived at 1600 - 1700 hrs, and at 2000 hrs during summer. Passengers both civilian and military. Planes leaving for Komsomol'sk continued to Sakhalin (hearsay) (34). Traffic continued to be heavy as of Jul 1949 (35,36).

3. Facilities. 2 wooden wireless towers 330 ft high with approx 12 red warning lights located 1.5 mi SW of field (6,7,8,12,18,22,27,31,34); cause obstruction in using airfields in near-by area. One tower partially or entirely demolished when transport crashed into it summer 1947 (7,34).

4. Khabarovsk/Konstantinovka gravel road, in good condition (8), passes approx 450 yd NE of field (1,2,3,7,8). Dirt road 40 ft wide east of field (34).

5. Listed in JANIS 73, Chap XII, Feb 1945; as Khabarovsk/Sergiyevka (A/D); in Summary of Air Facilities in USSR East of 100°E, Apr 1948,(T-12); on Airfield Map 54N-121E, Jul 1948,(T-9); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, (T-9).

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-3).
2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944 (B-2).
3. Japanese Town Plans, Map No. 15, Jun 1941 (C-3).
4. ATIS Doc No. 32740, 1945 (C-3).
5. Special Report (K), 1943 (B-3).
6. Special Interrogation No. 194, Apr 1942 (B-3).
7. Special Interrogation No. 198, Jul 1947 - Oct 1948 (B-3).
8. Special Interrogation No. 199, May-Oct 1948 (B-3).
9. Maizuru Interrogation Report No. 146, Jun 1946 - Jul 1947 (C-3).
10. Maizuru Interrogation Report No. 360, Jan 1947 - Apr 1948 (C-4).
11. FEAF IR 48-15, Oct-Nov 1945 (C-3).

Eighth Army Interrogations

12. No. 637-30, Apr 1946 (D-3).
13. No. 766-42, Jun 1946 (D-3).
14. No. 1023-4, Nov 1946 - Sep 1947 (D-3).
15. No. 1025-4, Mar 1947 (D-3).
16. No. 1047-9, Oct 1947 (D-3).
17. No. 1062-50, Mar 1946 - Jan 1947 (D-4).
18. No. 1105-40, Sep 1947 (D-3).
19. No. 1110-42, Nov 1947 (D-4).
20. No. 1121-23, Mar 1946 - Oct 1947 (D-3).
21. No. 1125-37, Jun-Aug 1946 (D-4).
22. No. 1129-48, Apr-Oct 1946 (D-6).
23. No. 1130-28, Jun 1947 (D-3).
24. No. 1178-28, Jun 1947. Informant worked on field and did various maintenance jobs (D-3).
25. No. 1200-36, Jun 1947 (D-3).
26. No. 1219-33, May 1947 (D-4).
27. No. 1305-49, Jun 1947 (D-4).
28. No. 1353-37, Sep 1946 (D-4).

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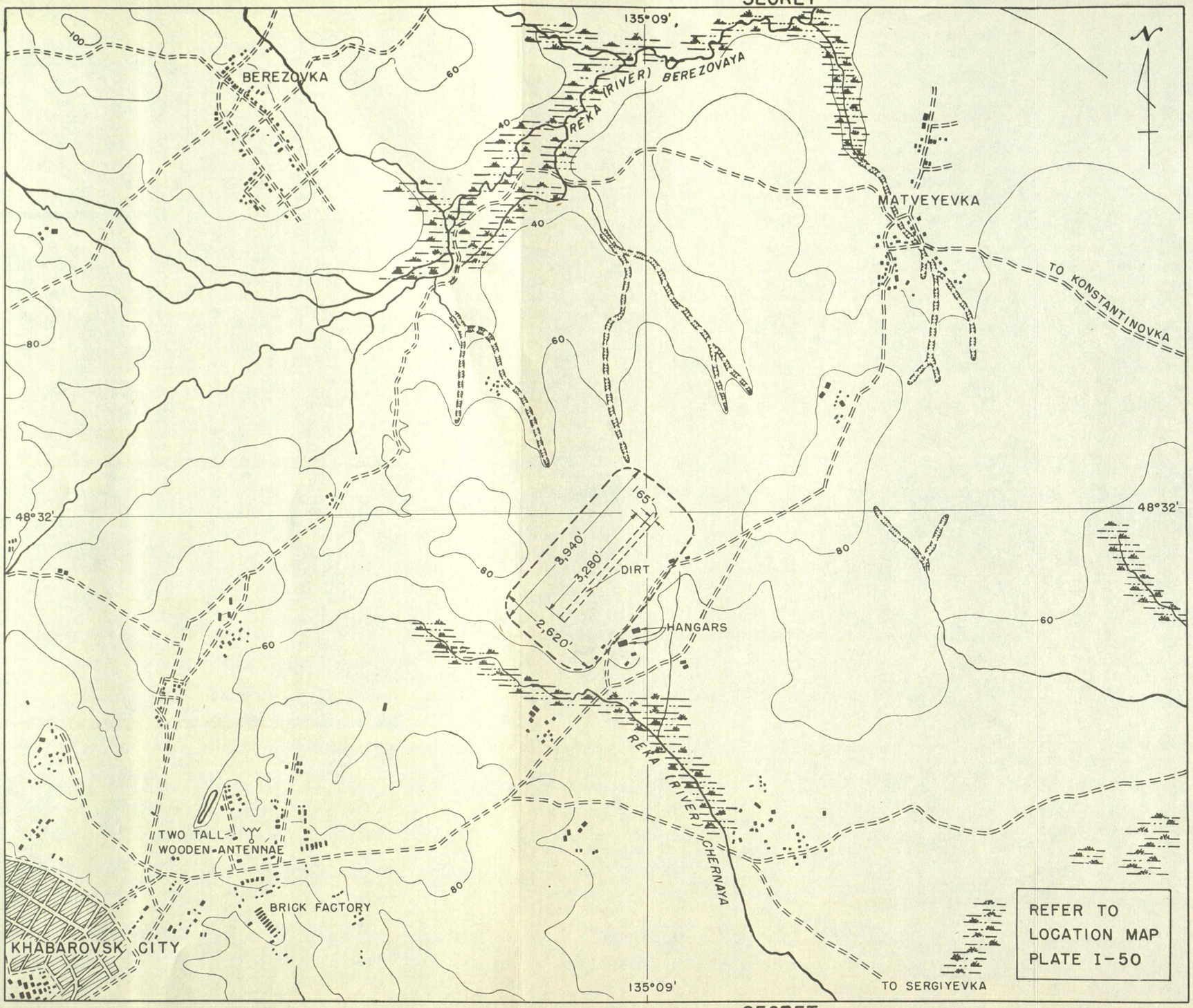
Authority NND 84506
By TWD NARA Date 12/20/11

SECRET



ORIENTATION MAP

MAP BASED ON JAPANESE TOWN PLANS 1:25,000, MAP NO. 15, 1941, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1/4 1/2 1 MILES

0 1 2 KILOMETERS

CONTOUR INTERVAL 20 METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

KHABAROVSK
NORTHEAST
AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-51

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29. No. 1447-42, Jun-Nov 1947 (D-3).
30. No. 1520-21, Aug 1945 - Sep 1947 (D-3).
31. No. 1581-14, Aug 1946 - May 1948 (D-6).
32. No. 1728-21, May 1947 - Jul 1948 (D-3).
33. No. 1744-28, Sep 1945 (D-4).

34. FEAF Liaison Interrogation No. 465 (IR-104-49), Apr 1945 - Jun 1947 (C-3).
35. FEAF Liaison Interrogation No. 793, Jul 1948 - Jul 1949. Informant worked in nearby fuel storage area. (C-3)
36. FEAF Liaison Interrogation No. 792, Apr 1948 - Jun 1949. Informant did miscellaneous construction jobs at field. (C-3)

KHABAROVSK/SMYRNOVKA
(Khabarovsk/Smidnovka)

48°33'N, 135°20'E

(Plate I-50)

T-9

Confirmed

Location: Approx 7.75 mi ENE of Khabarovsk station No. 1; 4 mi WSW of village of Smyrnovka; west and north of Reka (river) Maraya Chernaya; south of Khabarovsk-Konstantinovka road (3,4).

Altitude: Approx 200 ft (1,2)

Field: Approx 5260 x 3520 ft (3)

Facilities:
1. No hangars on field in 1943 (3,4).
2. 7 large and 4 small uncovered dirt rvts on field 1943 (3,4).
3. A few semi-underground barracks north side of field (4).

Remarks:
1. Surrounding topography. No obstructions (1,2). Field surrounded by shrubs (4).
2. Aircraft. Approx 30 twin-engine, twin-rudder bombers, possibly PE-2, observed (5).
3. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; on Airfield Map 54N-121E, Jul 1948, as Khabarovsk/Smidnovka (T-9); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Khabarovsk/Smidnovka (T-9).

References:
1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (C-3).
2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944 (B-2).
3. ATIS Doc No. 32740, 1945 (C-3).
4. Special Report (K), 1943 (B-3).
5. Maizuru Interrogation Report No. 360, Jan 1947 - Apr 1948 (C-3).

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Authority 841506
By SJ NARA Date 12-19-11

ANASTAS'YEVSKOYE

48°34'N, 135°35'E

(Plate I-50)

T-9

Confirmed

Location: Approx 21 mi east of Khabarovsk RR Station No. 1; 4.5 mi SSW of village of Anastas'yevskoye; east of Khabarovsk-Anastas'yevskoye road (3).

Altitude: Approx 200 ft (1)

Field: L-shaped, approx 5240 x 5240 ft (2)

Runway: No information

Facilities:
1. 3 large and 13 small uncovered dirt rvts on field 1943 (2,3).
2. Some bldgs (possibly semi-underground) to SW, outside of field (3).

Remarks:
1. Surrounding topography. Gently undulating (1). Field surrounded by forest (3).
2. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948,(T-14); on Airfield Map 54N-121E, Jul 1948,(T-9); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948,(T-9).

References:
1. K.A.M., 1:100,000, Part II, Map No. 7, 1942. Airfield not shown on map. (B-3).
2. ATIS Doc No. 32740, 1945 (C-3)
3. Special Report (K), 1943 (B-3).

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KHABAROVSK NO. 1
(Stalin, Khabarovsk, Khabarovsk/Nekrasovka)

48°29'N, 135°05'E

(Plates I-50 and I-52)

T-10

Confirmed

Location: Approx 3 mi SE of Khabarovsk Station No. 1; 1.5 mi NNE of Khabarovsk Station No. 2; approx 0.5 mi east of Trans-Siberian RR line (1,2,4,37,38).

Altitude: Approx 180 ft (1)

Field: Approx 8200 x 6550 ft, long dimension NW/SE; circling taxiway bounds area approx 5900 x 5900 ft (1).

Runways: 2 parallel runways (2,3,4,7,8,11), 4270 x 330 ft (1-C), NE/SW, hexagonal concrete blocks (4); 3280 x 330 ft (1-C), NE/SW, hexagonal concrete blocks (4). Concrete blocks roughly 7.5 ft across; blocks of 1 runway quite level, but those of other runway very uneven in 1945, a few as much as 6 in above or below adjoining blocks (4).
Above runway and field dimensions derived from best Japanese Intelligence source, information based on vertical aerial photographs. Slightly larger runway dimensions of 4920 x 330 ft and 4270 x 330 ft rptd by less reliable Japanese Intelligence source (3), and other U.S. sources (see Remark No. 9), are considered improbable since 1945 aerial photograph confirms 1800-2100 ft free area shown by J.G.S. (1-C) between ends of runways and circling taxiway; no post-war extension rptd. Concrete taxiway connects both ends of runways and encirles field (1,2,3,7,8); also rptd as black-top road (4).

Facilities:

1. 4 large hangars, 2 equipped with concrete apron, and 2 medium sized hangars with concrete apron (1,2,3). Total 5-6 hangars (7,8,12,13,14,18,26, 27,28,29,32) rptd of metal construction (4) located NW of field (1,2,3,38).

2. Revolving beacon light on top of one hangar (8).

3. Major repair shops (3,15,17,19,34) consisting of 2 large hangar-like bldgs located NNW side of field (3). RR spur leads to area (1-C).

4. 12 concrete covered rvts southern part (8), 24 large and 24 small dirt rvts, and 14 small dirt covered rvts, on field 1943 (3). Rptd well camouflaged with netting and grass (4).

5. Fuel storage tanks (3,13,21) south edge of field. RR spur from No. 2 station; Gorki single-track RR leads to area (3,21). Many fuel drums on NW side between hangars and barracks (12,13) and in open-top rvts (7).

6. Am dump 0.75 mi NNE of field on high ground (1,2,3,4).

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By SJ NARA Date 12-19-11

7. 2- or 3-story air corps barracks bldgs (14,25, 27,34,38) NW of field (1,2,3,38) just outside barbed-wire fence (38); capacity 200-500 men each (4). Estimated 1000 men at field 1945 (4).

8. Wireless station (1,2) with 6-10 steel antennae (7,13,27,28,31,33), center of barracks area (1,2).

Remarks:

1. Surrounding topography. Level terrain with no natural obstructions (1,2,7,8).

2. Field. 6-ft barbed-wire fence encloses field (11,25,38).

3. Aircraft. 20-30 twin-engine bombers (7,16,21, 27,28,29,31,32). 20-30 single-engine fighters (YAK type) (7,8,13,16,23,24,27,28,29,31,34,35,38) and a few Douglas-type transports and trainers usually parked on field.
One TB-7 (4-engine plane) observed 5-6 times Jul 1947 (30). 15 DP-9 4-engine bombers arrived at field from Leningrad 24 Apr 1948; rptd usually equipped with crew of ten (6). About 30 jet fighters (single-jet identified as MIG-7) frequently observed operating from field; flights began Oct 1948; formation take-offs of 5 jet fighters leaving at 10-second intervals frequently observed (37).

4. Facilities. Bldgs adjacent to field have electric lights (4). Nearly all bldgs constructed of brick except hangars (4).
AA guns rptd SW (24) or west (17) of field; camouflaged with netting (11).
Sound detectors and searchlights rptd on field (27). Flare pots used for night landings; ignited gas lights runways for approx 10 minutes (4).

5. Scrapped aircraft parts NE corner of field (11, 18).

6. Steel parachute training tower north of barracks area (12).

7. Hq of FEAF, USSR, rptd U-shaped, 4-story brick bldg 1.15 mi south of Khabarovsk station No. 1 on east corner of Lenin St and Volochayevka St (Stalin Highway) (9,10,36).

8. RR spur along SE edge of field from Khabarovsk station No. 2 to Gorki aircraft plant (1,2,3,7,8).

9. Listed in JANIS 73, Chap XII, Feb 1945, as Khabarovsk (A/D); in Summary of Air Facilities in USSR East of 100°E, as Khabarovsk, Apr 1948 (T-7); on Airfield Map 54N-121E, July 1948, as Khabarovsk (T-7); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, as Khabarovsk, Dec 1948 (T-7).

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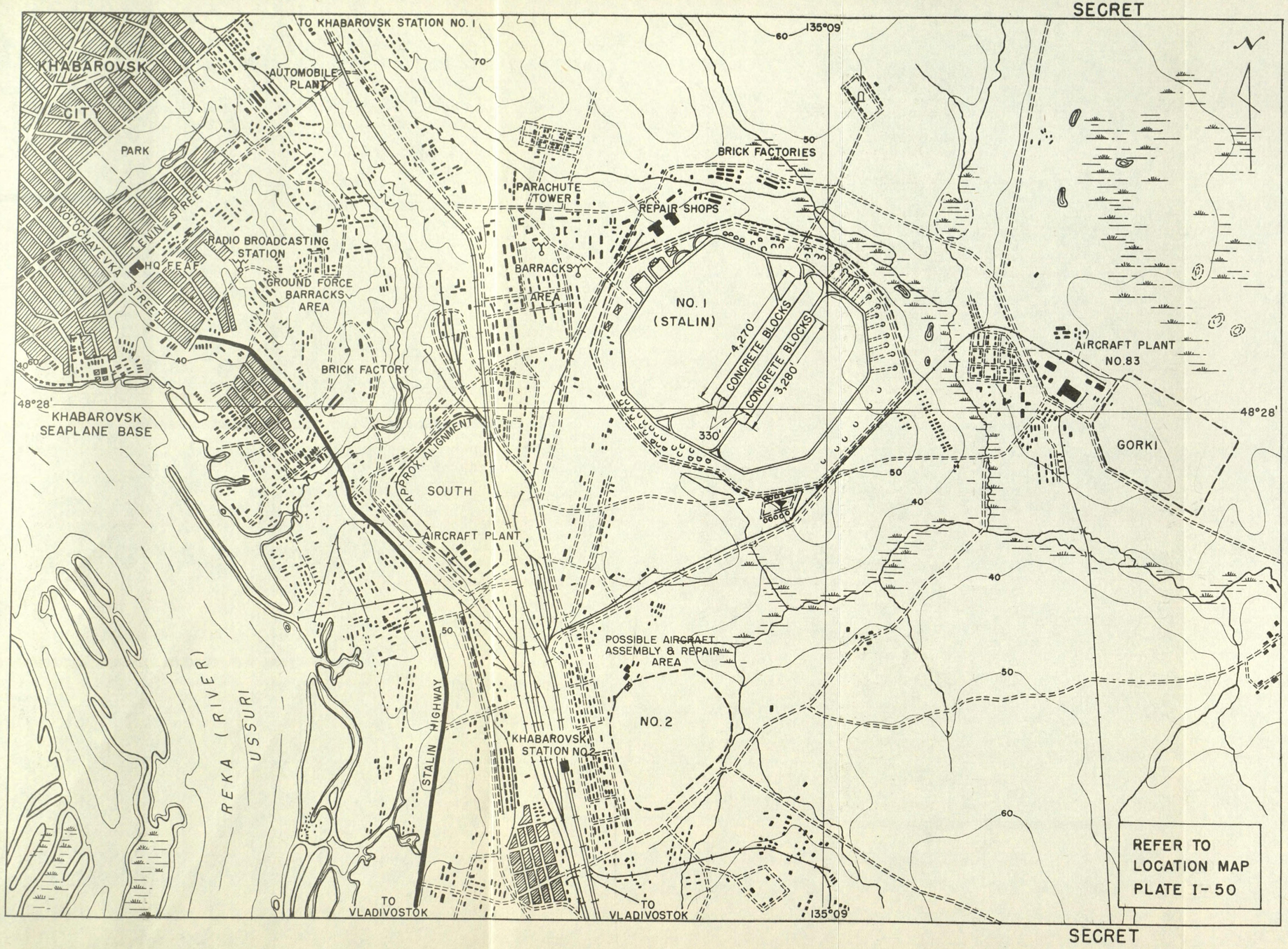
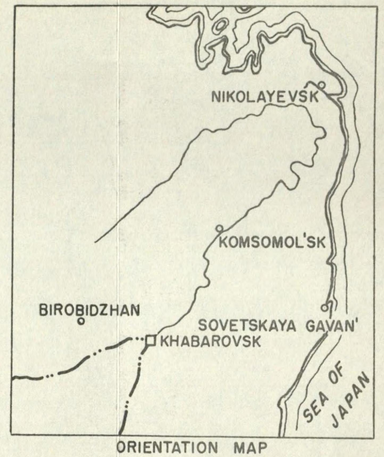
By TWD NARA Date 12/20/11

SECRET





ORIENTATION MAP

MAP BASED ON JAPANESE TOWN PLANS MAP 1: 25,000, NO. 16, 1941, J.G.S. 1: 100,000, 6T SERIES, NO. 25, 1944, 1945 AERIAL PHOTOGRAPH, AIRFIELD AND SEAPLANE STA. S.E. SIBERIA, HQ USAF AND ONI, DEC 1948; ATIS DOC. 32740, 1945.

SCALE

0 1/4 1/2 1 MILE

0 1 2 KILOMETERS

CONTOUR INTERVAL 10 METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

KHABAROVSK NO. 1
KHABAROVSK NO. 2
KHABAROVSK SOUTH
KHABAROVSK/GORKI
AND
KHABAROVSK SEAPLANE BASE

G-2 GEOGRAPHICAL SECTION

PLATE I-52

SECRET

DECLASSIFIED
Authority 841506
By SJ NARA Date 12-19-11

841506
(2)
Bx 301

ACCESS RESTRICTED

The item identified below has been withdrawn from this file:

File Designation FEC Terrain Study NO 2
(SE Siberia Sect Parts III & IV)

Date 3/21/51

From FEC MLS (pp 289-290)

To

In the review of this file this item was removed because access to it is restricted. Restrictions on records in the National Archives are stated in general and specific record group restriction statements which are available for examination. The item identified above has been withdrawn because it contains: 1/2

☑ Security-Classified Information

☐ Otherwise Restricted Information

CIA
Authority

7/5/84
Date
JPC

GENERAL SERVICES ADMINISTRATION

GSA FORM 7117 (2-72)

GPO : 1973 O - 503-659

WITHDRAWAL NOTICE

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By SJ NARA Date 12-19-11

Remarks:

1. Surrounding topography. Entire field slightly higher than surrounding area (7). Swampy area east and NE of field (1,3,13) hinders further extension (1).

2. Aircraft. 12-30 single-engine biplane trainers (6,8,10,12,14,18,19,20,28,31,33,36,38), PO-2 type (14,38). Maximum of 50 trainers Jul 1946 (19), minimum 8 trainers, Jul 1948 (31). A few twin-engine transports (6,7,8,9,13,18,22,26,29, 31,33,35), possibly Douglas DC-3 (7,8,31); these planes used another near-by field after Nov 1948 (38). Also some fighters (10,18,33,38) and reconnaissance planes (8,20) parked on north side of field.

3. Field used for air corps flight training (8,9,15, 23,28,38) and also for basic and combat training (8,15,38). Training temporarily intensified in fall 1948 (8,38).

4. Highest ranking officer in this unit was air force Lt Col (8).

5. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-12); on Airfield Map 54N-121E, Jul 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-3).
2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944 (B-2).
3. Japanese Town Plan Map, 1:25,000, No. 16, Jul 1941 (B-3).
4. ATIS Doc No. 32740, 1945 (B-3).
5. Special Report (K). Based on memory of 1943 aerial photograph. (B-3)
6. Maizuru Interrogation Report No. 197, Mar 1946 - Sep 1947 (C-3).
7. Maizuru Interrogation Report No. 218, May-Dec 1946, (C-3).
8. Maizuru Interrogation Report No. 372. Informant was former Major, Staff Officer. May-Nov 1948. (C-3).
9. ATIS Interrogation No. 12927, Jun 1947 (C-3).

Eighth Army Interrogations

10. No. 745-5, Sep 1946 (D-3).
11. No. 795-24, Sep 1945 - Sep 1947 (D-3).
12. No. 795-25, Mar 1946-Jun 1947 (D-3).
13. No. 1028-36, Jul-Aug 1947 (D-3).
14. No. 1043-28, Aug 1945 - Jun 1947 (D-3).
15. No. 1043-29, Jun 1947 (D-4).
16. No. 1106-42, Jun 1946 - Oct 1947 (D-3).
17. No. 1109-46, Jul 1946 - Oct 1947 (D-3).
18. No. 1117-39, Jul 1946 - Oct 1947 (D-3).
19. No. 1117-48, Jul 1946 - Oct 1947 (D-3).
20. No. 1118-1, Oct 1946 - Oct 1947 (D-3).
21. No. 1118-35, Oct 1947 (D-3).
22. No. 1118-45, Oct 1947 (D-3).
23. No. 1188-63, Jun-Aug 1947 (D-3).
24. No. 1119-18, May 1946 - Oct 1947 (D-3).

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25. No. 1125-40, Jun 1947 (D-3).
26. No. 1190-15, Oct 1945 - Sep 1947 (D-3).
27. No. 1203-18, Jun 1946 (D-3).
28. No. 1206-61, Sep 1946 - Oct 1947 (D-3).
29. No. 1353-30, Oct 1947 (D-3).
30. No. 1421-17, Sep 1946 - Sep 1947 (D-3).
31. No. 1549-22, Jul 1946 - Jul 1948 (D-3).
32. No. 1584-34, Aug 1947 (D-4).
33. No. 1608-17, Mar 1946 - Aug 1947 (D-3).
34. No. 1728-32, Apr 1947 - Jul 1948 (D-3).
35. No. 1731-28, Apr 1947 - Aug 1948 (D-3).
36. No. 1754-20, Mar 1946 - Jul 1948 (D-3).
37. No. 1754-21, Mar 1946 - Jul 1948 (D-3).

38. FEAF Liaison Interrogation No. 665, Aug-Sep 1948 and Apr-Jul 1949. Informant employed in construction and repair of facilities on field. Rpt unusually detailed. (C-2)

KHABAROVSK SOUTH

48°29'N, 135°05'E

(Plates I-50 and I-52)

T-12

Confirmed

Location: Approx 3 mi SSE of Khabarovsk Station No. 1; 0.75 mi SW of Khabarovsk No. 1 airfield; just west of Trans-Siberian RR (1,2,3,12); just east of Stalin Highway (1,2,3,6,12).

Altitude: Approx 180 ft (2,3)

Field: Triangular, approx 3280 x 2620 ft (1,2,3,5).

Runway: None (5,6)

Facilities:
1. 4 small gable roofed (5) hangars (4) SW corner of field (1,3,5).
2. A few small bldgs near hangars (1,3).

Remarks:
1. Field. Former military airfield, rptd inactive since 1942 (5). Site unfavorable since area surrounded by industrial section of Khabarovsk; further extension impossible (1,3).
2. Hangars and bldgs probably now used as aircraft assembly plant (8,9,12), and aircraft parts (6,10) warehouses (6,7,8,10). Plant produced twin-engine light bombers (9,10) similar to SB-2 (8,12) except that they appeared slightly larger (8). Many airplane parts, wings and aircraft engines observed outside (10) and inside warehouses (6). Also large number of aerial bombs seen being stacked in warehouses (5).

Plant consisted of 3-4 assembly bldgs (8,9,12), office bldg, power plant, and warehouses (8).

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By SJ NARA Date 12-19-11

Single RR spur enters plant area (6,8,11,12). Plant enclosed with wooden fence (6,8,10,11,12).

One informant rpts airplane engine repair plant (2-story brick bldg) observed in city area (7). Location of this rptd plant not known; may be at field, or near field in industrial area.

Existence of airfield at above location confirmed, but that of aircraft assembly plant considered unconfirmed because information is based on fragmentary interrogation reports of questionable reliability.

3. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-12); on Airfield Map 54N-121E, Jul 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-3).
2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944 (B-2).
3. Japanese Town Plan Map, 1:25,000, No. 16, 1941 (B-3).
4. ATIS Doc No. 32740, 1945 (B-3).
5. Special Report (K), 1943, based on memory of aerial photograph, 1943 (B-3).
6. Maizuru Interrogation Report No. 372, May-Nov 1948. Informant former Major, Staff Officer. (C-3).

Eighth Army Interrogations

7. No. 1161-25. Not certain whether report pertains to south airfield or to engine repair shop located in city area. (D-6)
8. No. 1161-30. Informant "worked on field" for one week Jun 1947. Particular field referred to not clear. Since informant reports twin-engine bombers being assembled, report assigned to south airfield rather than Gorki, where only fighter aircraft rptd being assembled. (D-6)
9. No. 1201-47. Informant observed field while passing on way to Nakhodka. Since informants usually routed via Stalin Highway or Trans-Siberian RR, he probably observed south airfield and not Gorki, Jul 1947. (D-4)
10. No. 1209-28, Aug 1947. Since information fragmentary, assignment of report to south airfield considered questionable. (D-6)
11. No. 1210-21, Aug-Nov 1947. Report probably refers to south field, but since information fragmentary, assigrment to south field not considered completely reliable. (D-6)
12. No. 1448-38, Aug-Nov 1947. Information probably pertains to south airfield, since informant observed field while passing near-by on asphalt road, and Stalin Highway only known paved road outside of Khabarovsk proper. (D-6)

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KHABAROVSK/GORKI
(Khabarovsk East)

48°29'N, 135°05'E

(Plates I-50 and I-52)

T-12

Confirmed

Location: Approx 5.5 mi ESE of Khabarovsk Station No. 1; 3 mi ENE of Khabarovsk Station No. 2; one mi ESE of Khabarovsk No. 1 (Stalin) airfield (1,2,3).

Altitude: Approx 130 ft (1,2,3)

Field: Approx 3610 x 2620 ft (2,4)

Runway: No paved runway (2,4,5,7,10)

Facilities:

1. No hangars (4,5)

2. 16 uncovered dirt rvts on field 1943 (4).

3. No. 83 aircraft plant (4,5), Gorki aircraft plant (4,5,9,10) on NW side of field (1,3,5,10).

Remarks:

1. Aircraft plant area approx 850 x 550 yds (1,3), enclosed with 6-ft wooden fence (10,11). Plant rptd consisting of:
   a. One large brick assembly bldg (1,3,5,8,9,12) equipped with electrically operated overhead crane (8).
   b. One brick bldg, flat roof with 2 concrete smoke stacks, probably electricity generating plant (9).
   c. 4-6 concrete bldgs in plant area (8,9,10,12). RR spurs observed leading to bldgs (8,12).
   d. Sawmill, warehouses storing cement and limestone, and coal dump in area (8).

   Gorki plant possibly producing single-engine fighters (8,10,12). Exact type and production rate unknown (6,7). Possibly also handles aircraft repair (10). While plant rptd producing kitchen ware 1946 (hearsay from Russian workers) (8), same informant observed aircraft parts (tails and rudders) packed in crates near warehouses (8).

2. No expansion of plant facilities observed (10).

3. Workers' quarters west of Khabarovsk-Garovka road (1,3,5). 300-400 Russians working in plant area (10).

4. Single-track RR spur led into plant area (1,3,5, 6,8,10,11,12) from Khabarovsk No. 2 station (1,3,7).

5. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; on Airfield Map 54N-121E,

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Jul 1948, as Khabarovsk East (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Khabarovsk East (T-12).

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-3).

2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944 (B-2).

3. Japanese Town Plan Map No. 16, 1941 (B-3).

4. ATIS Doc No. 32740, 1945 (C-3).

5. Special Report (K), 1943 (B-3).

Interrogations

6. Maizuru No. 318, Apr 1945 - Jun 1947. Informant went once to vicinity of plant. (C-3)

7. Maizuru No. 73, Sep-Oct 1946 (C-3).

8. Eighth Army No. 1208-31, Apr-May 1946. Informant unloaded coal in plant area. (D-3)

9. Eighth Army No. 1139-17, Mar 1947 (D-3).

10. Eighth Army No. 1209-43, May 1947. Informant observed field on 2 occasions while unloading lumber. (D-3)

11. Eighth Army No. 1222-19, Jun 1947. Informant unloaded coal in plant area approx 10 days. (D-3)

12. Eighth Army No. 1224-3, Aug-Sep 1945. Informant observed field on 2 occasions while unloading coal in plant area. (D-3)

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KHABAROVSK SOUTHEAST

48°29'N, 135°05'E

T-14

Unconfirmed

Location: Rptd SE of Khabarovsk; NE of Khabarovsk-Garovka road; NNE of Garovka airfield (1).

Altitude: Unknown

Field: No information

Runways: Concrete runway under construction Aug 1946. Informant engaged in laying concrete runway, 65 ft wide, length unknown (1).

Facilities: None (1)

Remarks:

1. Because of uncertainty of location, field not shown on detailed maps.

2. Runway. 8 in of concrete rptd being laid down; rumored that Russians planned to cover surface with 4 in of sand (1).
Informant observed another runway site to ESE, parallel to runway which PW's were constructing (1).

3. Progress of work slow because of poor equipment. In one week 30 PW's had completed only 20-30 ft (1).

4. Gravel hauled to field from banks of Reka Ussuri.

5. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 54N-121E, Jul 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

References:

1. Special Interrogation No. 194; re-interrogation of Maizuru Interrogation No. 151; Jul-Aug 1946 (B-6).

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KHABAROVSK/GAROVKA
(Khabarovsk/Nekrasovka, Nekrasovka)

48°27'N, 135°12'E

(Plates I-50 and I-53)

T-12

Confirmed

Location: 2.5 mi SSE of town of Garovka; 9 mi SE of Khabarovsk Main RR station and 4.5 mi SE of No. 2 RR station; immediately east of dirt road to Khabarovsk - Novo-Alekseyevka dirt road; 2.5 mi north of village of Novo-Alekseyevka (Nekrasovka); 6 mi east of Reka (river) Ussuri (1,2,3).

Altitude: 200 ft (1,2,3)

Field: 4260 x 3280 ft, NNE/SSW (3,4)

Runway: Possible dirt runway; dimensions unknown (5,13).

Facilities:

1. 2 hangars (4,5,7,8,9,10,11,12) at NW end of field (4,5,7,11), probably galvanized iron with arched roofs (7,8,10,11,12,14).

2. 3 small covered and 30-37 small uncovered rvts; exact location unknown (3,4).

3. 2 wooden barracks (5,7,9,10) and many civilian quarters (7) at NW end of field (3,5,7).

4. 2 small antennae (7) and 6 oil tanks (10) rptd at field; location not designated.

Remarks:

1. Surrounding topography. Undulating; trees to south of field; low hill 195 ft high approx one mi SSW of field is slight obstruction; hills 230 ft high 1.3 mi to SW, rising to 720 ft 5 mi to SW; open approach from NW, north, NE and east (1,3). Mt 1440 ft high 9.5 mi to south; hills 260 ft high approx 3.7 mi to SSE (1).

2. Runway. 3 informants rpt concrete runway (8,11, 14) 3280 x 130 ft (8). Because of concentration of airfields in Khabarovsk area it is possible that informants were confused and that these reports pertain to Khabarovsk No. 1 (Stalin) airfield instead of Garovka.

3. Aircraft. Maximum number of 50-80 planes rptd on field (10,13,14). 2 informants rpt 4-engined aircraft at field. One rpts four 4-engine transports in Aug 1946 (7), another rpts 2-3 TB-7 type 4-engine bombers in May 1948 (14). A few twin-engine bombers observed, described as PE-2's, SB-2's, and YAK-4's (9,12,14). 2-10 twin-engine transports rptd, type not designated (10,11). 5-25 fighters (8,12,13) described as LA-5's, P-39's, MIG-3's and YAK-9's (5,9,12,14).

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4. Facilities. One informant rpts underground hangar, location not designated (10). Many quarters at NW end of field believed occupied by air corps units 1943 (5) rptd used as civilian quarters 1946 (7).

5. Paratroopers observed jumping from TB-7, 4-engine, bombers May 1948 (14). Day and night aerial flights rptd, occasionally (12), daily (10,14).

6. Narrow-gauge RR spur 0.5 mi WSW of field. Connects Gorki with forest area south of field (1,3,7).

One fighter regt rptd stationed at field 1943 (5,6).

8. Listed in JANIS 73, Chap XII, Feb 1945 (ELG) Sep 1943; in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Khabarovsk/Nekrasovka (T-12); on Airfield Map 54N-121E, Jul 1948, as Nekrasovka (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Khabarovsk/Nekrasovka (T-12).

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-3).
2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944 (B-2).
3. Japanese Town Plans of Eastern Soviet, 1:25,000, Map No. 16, Jul 1941 (C-3).
4. ATIS Doc No. 32740, 1945 (C-3).
5. Special Report (K), 1943 (B-2).
6. ATIS Doc No. 28177, Jun 1944 (C-3).
7. Special Interrogation No. 194; re-interrogation of Maizuru Interrogation No. 151, Aug 1946. Informant observed field from truck going to and from work. (B-3)

Eighth Army Interrogations

8. No. 634-31, Nov 1945 - Jan 1947. Informant observed field while working near-by. (D-3).
9. No. 1209-38, Aug 1947 (D-3).
10. No. 1211-2, Oct 1945 - Oct 1947. Informant observed field while working near-by. (D-3)
11. No. 1307-10, Sep 1947 (C-3).
12. No. 1227-5, Apr 1946 - Oct 1947. Field observed frequently from close range. (D-3)
13. No. 1360-41, May 1947 - Aug 1947 (D-3).
14. No. 1581-15, Sep 1946 - May 1948 (D-3).

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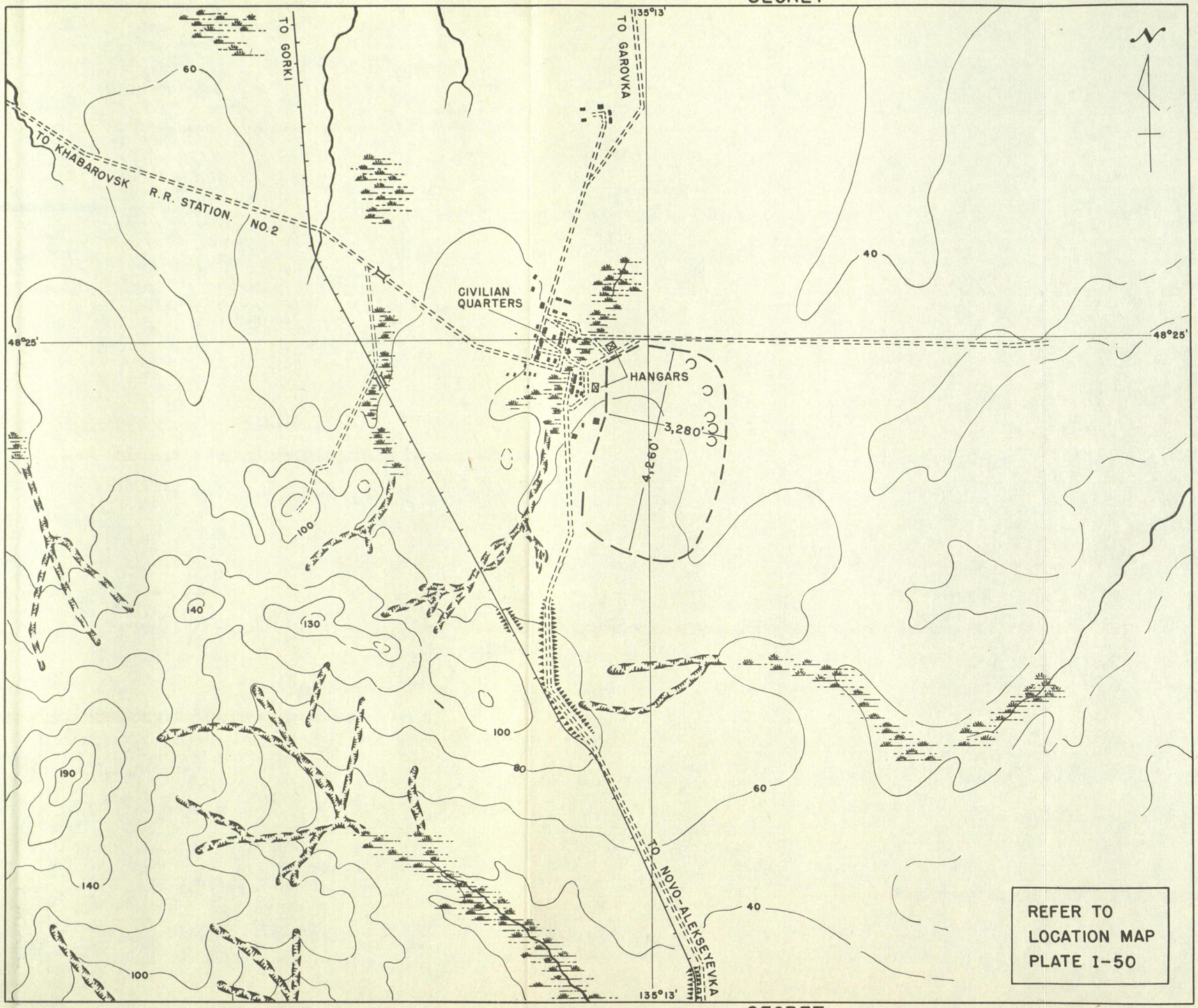
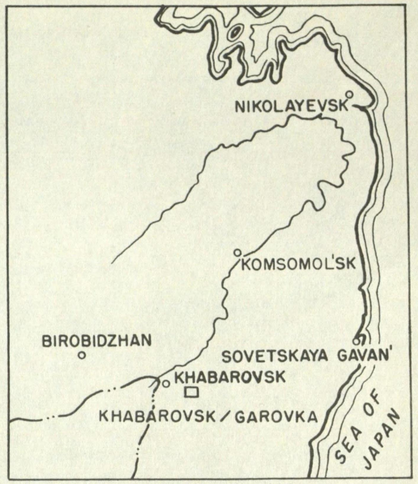
SECRET





ORIENTATION MAP

MAP BASED ON JAPANESE TOWN PLANS MAP 1: 25,000, NO. 16, 1941, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1/4 1/2 1 MILE

0 1 2 KILOMETERS

CONTOUR INTERVAL 20 METERS
FORM LINES INDICATED BY DASHES

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

KHABAROVSK / GAROVKA

AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-53

SECRET

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Authority 841506
By SS NARA Date 12-19-11

KHABAROVSK/SERGIYEVKA WEST
(Khabarovsk/Nekrasovka)

48°28'N, 135°23'E

(Plate I-50)

T-9

Confirmed

Location: Approx 4.5 mi SW of village of Sergiyevka; 3.75 mi WSW of Sergiyevka east airfield; approx 4 mi east of Garovka airfield (1,2,3,4).

Altitude: Approx 200 ft (1,2)

Field: Octagonal, approx 4600 x 4500 ft (1,2,3)

Runway: No paved runways (3,4,5,6)

Facilities:

1. No hangars (3,4,5,6)
2. 13 large uncovered dirt rvts and 11 small uncovered dirt rvts (3) 1943 (4).
3. Some semi-underground barracks on field 1943 (4).

Remarks:

1. Surrounding topography. Level and open; no obstructions; further extension possible (1,2).
2. Listed in JANIS 73, Chap XII, Feb 1945, as Khabarovsk/Nekrasovka (2) (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 54N-121E, Jul 1948 (T-9); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-9).

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-3).
2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944. Based on several aerial photographs, 1942-1943 (4). (B-2)
3. ATIS Doc No. 32740, 1945. Based on several aerial photographs, 1942-1943. (C-2)
4. Special Report (K), 1943 (B-3).
5. Eighth Army Interrogation No. 1120-24, Oct 1946 - Mar 1947 (D-3).
6. Eighth Army Interrogation No. 1120-25, Sep 1946 - Jun 1947 (D-3).

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KHABAROVSK/SERGIYEVKA EAST
(Khabarovsk/Sergiyevka Southeast)

48°28'N, 135°23'E

(Plates I-50 and I-54)

T-10

Confirmed

Location: Approx 17 mi ESE of Khabarovsk Station No. 1; 4 mi SSE of village of Sergiyevka; 2.5 mi west of village of Blagodatnaya (1,2,3,4,8).

Altitude: Approx 160 ft (1,2)

Field: Roughly pentagonal, 5600 ft NE/SW, 5000 ft NW/SE. Approx 4260 x 4500 ft (2).

Runway: 3940 x 260 ft, ENE/WSW, concrete; 3280 x 260 ft, NE/SW, concrete. Concrete taxiway encircling runways (3,4,5,6).

Facilities:

1. No hangars (3,4,5,7). Two informants rpt hangars (6,8); reliability doubtful.

2. Wireless station (5,6) NE of field (6).

3. Barracks (3,4,5) north and south side of field (3).

4. Fuel storage, north of field (1,2,3,4) and possible am dump to NW (1,2).

5. 29 large and 11 small uncovered dirt rvts (3) 1943 (4).

Remarks:

1. Surrounding topography. Level and swampy; no obstructions; further extension possible (1,2,6).

2. Aircraft. 20-30 twin-engine planes on field (6,7). Approx 100 twin-engine fighters observed (5). Approx 120 single-engine fighters usually parked on field (8). Twin-engine bombers, resembling IL-4 and other types, frequently held bombing practice Apr-Oct 1947 (8).

3. Bombing practice area approx 6 mi ESE of field (1,8).

4. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Khabarovsk/Sergiyevka SE (T-14); on airfield Map 54N-121E, Jul 1948, as Khabarovsk/Sergiyevka SE (T-10); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-10).

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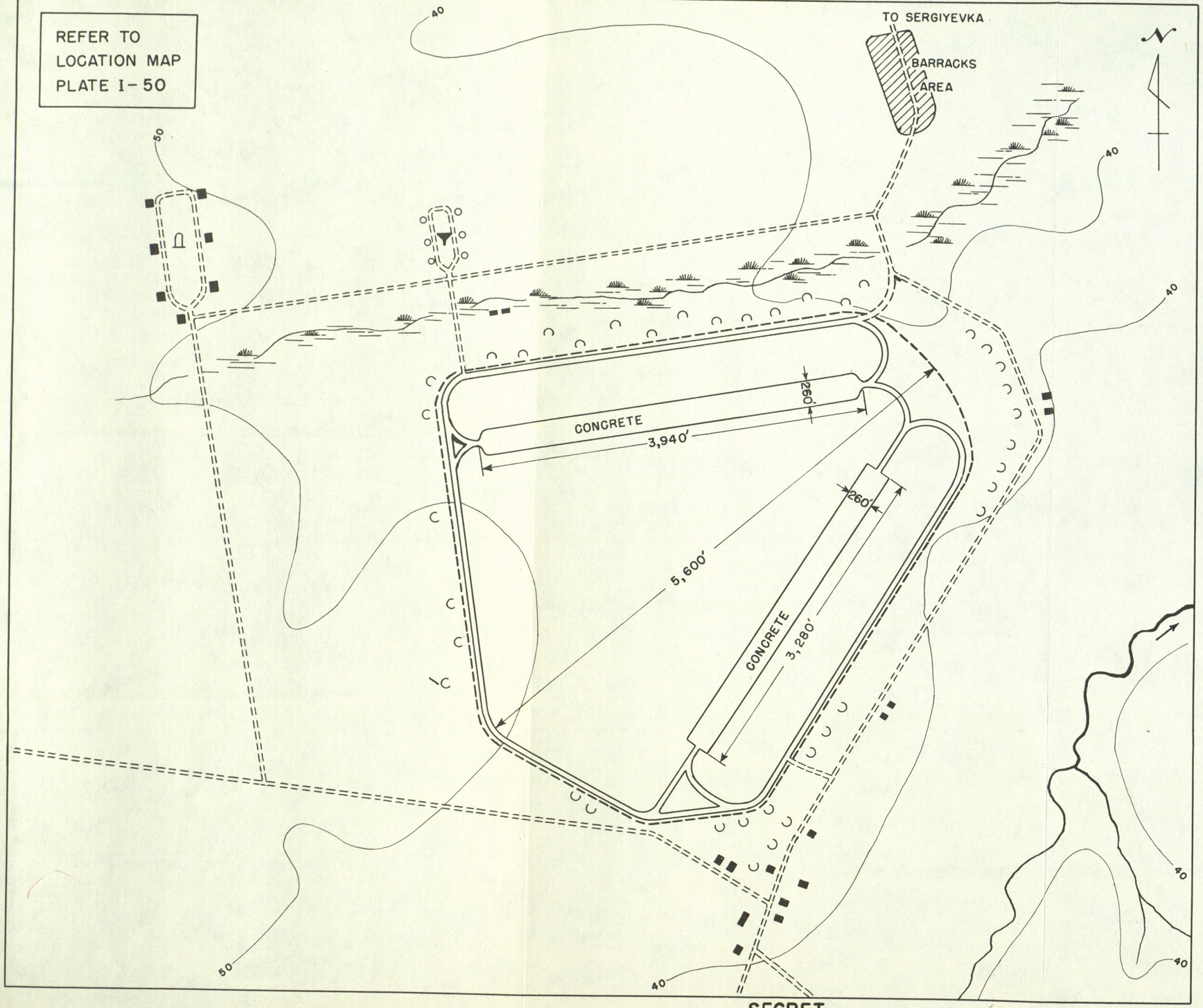
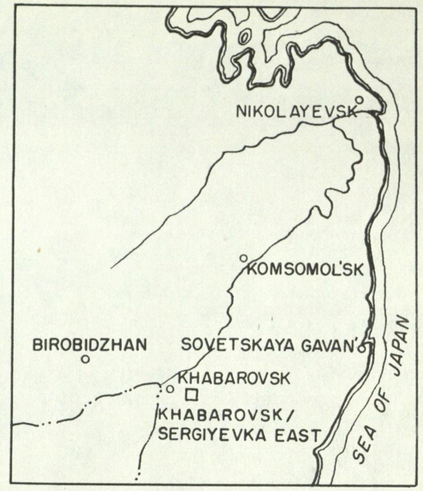
By TWD NARA Date 12/20/11

SECRET

REFER TO LOCATION MAP PLATE I-50





ORIENTATION MAP

MAP BASED ON J.G.S. 1:100,000, 6T SERIES, MAP NO. 25, 1944, AND ATIS DOC. 32740, 1945.

SCALE
0 1,000 2,000
FEET
0 500
METERS

CONTOUR INTERVAL 10 METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

KHABAROVSK/SERGIYEVKA EAST AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-54

SECRET

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By SJ NARA Date 12-19-11

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-3).
2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944. Based on several aerial photographs, 1942-1943 (4). (B-2)
3. ATIS Doc No. 32740, 1945. Based on 1943 aerial photograph. (C-3)
4. Special Report (K), 1943 (B-3).
5. Eighth Army Interrogation No. 1171-10, Jul 1947 (D-3).
6. Eighth Army Interrogation No. 1121-29, Oct 1945 - Nov 1947 (D-3).
7. Eighth Army Interrogation No. 1219-50, May-Oct 1947 (D-3).
8. ATIS Interrogation Report No. 23580, Jul 1947 - Apr 1948 (C-6).

KHABAROVSK SEAPLANE BASE

48°29'N, 135°05'E

(Plates I-50 and I-52)

T-15

Confirmed

Location: Approx 2.25 mi south of Khabarovsk Station No. 1; on north bank of confluence of Amur and Ussuri rivers; approx 2.3 mi west of Khabarovsk No. 1 airfield (1,2,3,4).

Altitude: Approx 130 ft (1,2,3)

Alighting area: Reka Amur (1,2,3)

Facilities:

1. 2 hangars (6,7,8,9,10) constructed of wood (10).
2. Repair or maintenance shop (4,6).
3. Airplane parts warehouses (11).
4. Many bldgs north of hangars (3,4,5,7).
5. One concrete (4,10) ramp extending into river (4,8,10).

Remarks:

1. Weather. Frozen river used as landing field Dec-Mar (4,10,11,12).
2. Aircraft. Approx 5-6 twin-engine seaplanes (7,8,9,10,12) or flying boats (8,10) and a few single-engine seaplanes (9) observed. 1-2 4-engine flying boats seemed to be engaged in training flights Jun 1948 (5).

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3. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-15); on Airfield Map 54N-121E, Jul 1948 (T-15); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-15).

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-3).

2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944 (B-2).

3. Japanese Town Plans of Eastern Soviet, 1:25,000, Map No. 16, Jul 1941 (B-3).

4. Special Report (K), based on memory of 1943 aerial photograph (B-3).

5. Special Interrogation No. 198, Jun 1948 (B-3).

6. ATIS Interrogation No. 5935, Oct 1946 (C-3).

Eighth Army Interrogations

7. No. 1124-6, Jul 1947 (D-3).

8. No. 1190-18, 9 Aug 1947 (D-3).

9. No. 1207-2, Oct 1947 (D-3).

10. No. 1220-12, May 1947 (D-3).

11. No. 1228-28, Feb 1946 (D-6).

12. No. 1340-43, Oct 1947 (D-3).

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KHABAROVSK SOUTH SEAPLANE BASE

48°29'N, 135°05'E

(Plate I-50)

T-16

Confirmed

Location: Approx 5.75 mi SSE of Khabarovsk Station No. 1 and 2.25 mi SW of Khabarovsk Station No. 2, on east bank of Reka (river) Ussuri; 3.5 mi south of Khabarovsk Seaplane Base(1,2,3,11).

Altitude: Approx 130 ft (1,2,3)

Alighting area: Reka Amur (1,2,3)

Facilities:

1. One hangar (3,4,5,6,8,9,11) with arched roof (5,11) painted red (5).
2. Small houses around base area (9).
3. One long pier extending into river (3,10).

Remarks:

1. Small seaplane base (4,7) seldom used (7).
2. Aircraft. Approx 4 flying boats including 2 PBY type, observed anchored in river near base (5,11).
3. Facilities. 30 mobile AA guns near four 2-story bldgs approx 2 mi south of Khabarovsk Station No. 2, 1.25 mi east of base (11).

   Wooden pole with 5-6 red lights observed south of hangar (5).
4. Seaplane equipped with skis in winter (1).
5. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-16); on Airfield Map 54N-121E, Jul 1948 (T-16); A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-16).

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-3).
2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944 (B-3).
3. Japanese Town Plan of Eastern Soviet, 1:25,000, Map No. 16, Jul 1941 (B-3).
4. Special Report (K), based on memory of 1943 aerial photograph (B-3).
5. Special Interrogation No. 199, summer 1946. Base observed from PW camp approx 0.5 mi distant. (D-3)
6. Eighth Army Interrogation No. 1119-13, Oct 1945 - Oct 1947 (D-3).
7. Eighth Army Interrogation No. 1210-15, Sep 1945 - Oct 1947 (D-3).
8. Eighth Army Interrogation No. 1609-26, Feb-Jun 1948 (D-3).
9. Eighth Army Interrogation No. 1677-35, Jun-Nov 1946 (D-3).
10. Eighth Army Interrogation No. 750, no date (D-3).
11. Maizuru Interrogation No. 311, Jun 1946 - Aug 1948 (C-3).

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By SJ NARA Date 12-19-11

KHABAROVSK/KRASNAYA RECHKA SEAPLANE BASE

48°22'N, 135°06'E

(Plate I-50)

T-15

Confirmed

Location: 3 mi WNW of Krasnaya Rechka RR station on east bank of Reka (river) Ussuri; approx 6 mi SW of Khabarovsk No. 2 RR Station (1,2,6,8,9).

Altitude: 160 ft (1,2)

Alighting area: Reka Ussuri (1,2)

Facilities:

1. 4-6 large, sheet-metal hangars (3,8,11,12,13) with concrete apron 330 ft wide fronting hangars (13). Capacity of hangars 4 small aircraft each (11).
2. 1-2 concrete ramps rptd (3,8,13).
3. 1 concrete control tower with antennae (12).
4. 2 2-story concrete barracks (3,6).
5. 8 large uncovered rvts (3,5).
6. Gasoline storage tanks rptd (9).

Remarks:

1. Aircraft. 15 twin-engine patrol bombers based here 1943 (3); 6 single-engine biplanes with pontoons, possibly KOR-I, rptd observed Jun 1947; MBR-2 type aircraft observed using base 1946-1947 (10,12).
2. Facilities. Reliable source (3) rpts facilities in 1943 were superior to those of Khabarovsk and Khabarovsk South seaplane bases.
3. Barbed-wire fence encloses base (7,13).
4. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-15); on Airfield Map 54N-121E, Jul 1948 (T-15); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-15).

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-2).
2. J.G.S., 1:100,000, 6T Series, Map No. 25, 1944 (B-2).
3. Special Interrogation (K), 1943 (B-3).
4. ATIS Doc No. 28177, Jun 1944 (C-3).
5. ATIS Doc No. 32740, 1945 (C-3).
6. ATIS Interrogation No. 6777, May 1946 (C-3).

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7. ATIS Interrogation No. 8043, Jun 1947 (C-3).

8. ATIS Interrogation No. 9726, Jun 1947 (C-3).

9. Eighth Army Interrogation No. 1509-43, May 1947 - May 1948 (D-3).

10. Maizuru Interrogation No. 35, May-Oct 1947. Base observed from distance of 300 yds. (D-3)

11. Eighth Army Interrogation No. 1032-26, Jul 1947. Base observed from distance of 300 yds. (D-3)

12. Eighth Army Interrogation No. 1233-42, Jun 1946 - Oct 1947 (D-3).

13. ATIS Interrogation No. 8034, Oct 1947 (C-3).

KHABAROVSK/KRASNAYA RECHKA

48°22'N, 135°06'E

(Plate I-50)

T-12

Confirmed

Location: Approx 0.5 mi NW of Krasnaya Rechka RR station; 5 mi SSW of Khabarovsk Station No. 2; 8.7 mi south of Khabarovsk Station No. 1; 1.5 mi ESE of Reka (river) Ussuri; approx 2 mi WSW of village of Il'inka (1,2,3,4,5,6,7).

Altitude: 295 ft (1,2,3)

Field: Approx 3280 x N/S x 2640 ft E/W at north end, tapering to 820 ft E/W at south end (1,2,3,4,9,11,12). Rptd as grass (1,4,16) and as rolled sod (17).

Runways: No paved runways (2,3,4,5,13,15,16). Hard packed dirt strip rptd (12).

Facilities:

1. 10-13 (3,14) uncovered dirt rvts (3,12,14).

2. 3 or more camouflaged steel (5) fuel storage tanks located in wooded area north of field (9,10,11,12,16,18).

3. 3-4 round huts (6,15,17) used as pilots' quarters along west side of field (17). One informant rpts one hut used as control office (5). Another rpts round-shaped air corps billets constructed of wood and canvas (10,12) near field.

4. Beacon (9,17) located near huts (17) or near administration bldg (9). Described as a 4-direction, 3-light beacon; red, green and white lights. Can be operated manually or automatically, and singly or in rotation. Used only during very cloudy weather, or at night, and only when aircraft are approaching field (17,19).

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5. Administration bldg rptd in NW section of field (11).

6. Searchlights rptd in wooded area to north (5,6). Mobile searchlight units rptd in tent area to SW or south of field (17).

Remarks:

1. Surrounding topography. Ussuri river valley; city of Khabarovsk 6.5 mi to north; low, undulating ground to SW and NE; level, flat river valley to west and NW; hill 620 ft high 2 mi to SE, 430 ft high 3 mi to east, 700 ft high 3 mi to south; mt 1800 ft high 9.5 mi to SSW, 2040 ft high 10.5 mi SSW (1).

2. Weather. Heavy rain May-Sep; May snowfall 1 ft, fogs most frequent May-Jun (16).

3. Field. Dense growth of trees, 6-8 ft high, along southern edge of field; sparse growth of trees along west, north and east sides (5,6,7). Field rptd enclosed by 6-ft hedge (17) and also by barbed-wire fence (5,6,7).
Field slopes gradually upwards to SW (4,6) facilitating drainage (6).
A few informants rpt field larger than area outlined on K.A.M. and Japanese Town Plans Map. Rptd 10,840 x 6000 ft (Ref 5, 1st interrogation), 8200 x 1640 ft (Ref 5, re-interrogation), 9840 x 4920 ft (10), 4920 x 3280 ft (16), 6600 x 4920 ft (17). Since others who observed field at same time agree with dimensions on K.A.M. and Japanese Town Plans Map, and since no construction work observed or rptd at field, extension is doubtful and above figures considered unreliable.

4. Aircraft. 10-30 trainers, PO-2 and R-5 types, usually observed parked on field (6,10,11,12, 15). Maximum of 4 aircraft observed flying in formation (12). Apr-Sep 1948, groups of 60-70 pursuit-type aircraft arrived sporadically and usually departed following day. Small twin-engine 5-passenger transports sometimes observed using field. Planes took off immediately after unloading passengers (17). Single-engine monoplanes with retractable landing gear, possibly I-16 type fighters, rptd on field Apr 1946 (9).

5. Facilities. Rvts or hangars possibly hidden among trees, since planes observed taxiing out of wooded area to north (6).
Brick factory approx 0.5 mi NW of field (4,5, 6,18); thermo-electric plant, sawmill, auto repair shop with parking area, in area to west, NW, and north of field, exact locations unknown (5,17,18). Water tower north of field (5,6). Many tents and parade ground SW or south of field (17).

6. Rptd to be training field (13). Little activity observed (6). Field appeared to be old (16). Night operations Jul-Oct 1947 (date informant left area) (5).

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7. RR spur connects restricted area north of field with Trans-Siberian RR. Several other spurs to north and west of field (4).

8. Listed in JANIS 73, Chap XII, Feb 1945 (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-10); on Airfield Map 54N-121E, Jul 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-10).

References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-2).
2. J.G.S., 1:100,000, 6T Series Map No. 25, 1944 (B-2).
3. Special Report (K), based on memory of 1943 aerial photograph (B-2).
4. Japanese Town Plans of Eastern Soviet, 1:25,000, Map No. 16, Jul 1942 (C-3).
5. Maizuru Interrogation No. 35. Informant crossed field once, May 1947, and also observed field from distance May-Oct 1947. (D-3)
6. Maizuru Interrogation No. 21, May 1946 - Apr 1948. Informant observed field while passing by on truck during internment in area. Re-interrogation of informant (Special Interrogation No. 221) proved him unreliable and information on 3 concrete runways based on hearsay rather than observation. Evaluation is for information used in above rpt. (C-3)
7. Maizuru Interrogation No. 151, Jun-Jul 1947 (C-4).

Eighth Army Interrogations

8. No. 1485-28, May 1948 (D-3).
9. No. 1498-26 (and re-interrogation, Special Interrogation No. 217), Apr 1946 - May 1948. Field observed from elevated ground 0.5 mi to NW. (B-3)
10. No. 1485-31, Sep 1945 - May 1948 (D-3).
11. No. 1584-39, Jun 1946 - Oct 1947 (D-3).
12. No. 1311-9, Jan-Feb 1947 (D-3).
13. No. 1232-18, 1945 - Oct 1947. Field observed from distance of 1.5 mi. (D-3)
14. No. 750-40, Apr 1946 - Apr 1947 (D-3).

15. ATIS Interrogation No. 12027, Aug-Oct 1947. Informant observed field daily while working in vicinity. (C-3)
16. ATIS Interrogation No. 9462, Jul 1947 (C-3).
17. FEAF IR 105-49, Apr-Sep 1948. Informant worked on field doing odd jobs. (C-3)
18. ATIS Interrogation No. 6851, May 1947 (C-3).

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KHABAROVSK/KORSAKOVSKIY

48°21'N, 134°58'E

(Plates I-50 and I-55)

T-10

Confirmed

Location: Immediately south of Korsakovskiy; 5.25 mi WSW of Krasnaya Rechka RR station on Trans-Siberian RR; 9.25 mi SW of Khabarovsk No. 2 RR station; 0.5 mi south of Reka (river) Ussuri (1,2,3,4,7,13).

Altitude: 360 ft (1)

Field: Irregular, approx 5250 x 4900 ft, NE/SW. Field slopes upwards to south (1).

Runway: 2620-3280 x 260 ft, NE/SW (1,2,13), concrete (2,5) taxiway parallel to runway NW side (1,2,13).

Facilities:

1. 2 2-story wooden barracks in SE and NW corners (1,6,13) and 2 along west side of field west of taxiway (1,13).

2. Underground hangars rptd dug into hill south of field (hearsay) (7,12), but only informant who actually worked on field does not report any underground hangars (13).

3. 40-ft water tower 0.25 mi NW of field (7).

4. 3-10 dirt rvts rptd on east side in wooded area (5,8,13) and 3-4 in SW section (13).

Remarks:

1. Surrounding topography. Ussuri river valley; open, level ground to west, NW and north; mt 1280 ft high 10 mi to SW, 2140 ft 8.5 mi to SSW, 1980 ft 8.5 mi to SSE; hill 650 ft high 5 mi to ESE, 560 ft high 6 mi to east (1).

2. Field. Surrounded by trees 10-12 ft high, which did not seem to hinder operations (6,7). Trees also rptd inside NE section of airfield (6,13). Area enclosed by barbed-wire fence (6,7,13).

3. Runway. Rptd as gravel (13) and as asphalt (6).

4. Aircraft. 1945-1947 rpts: 10-15 single-inline-engine fighters rptd, resembling both P-39 and MIG-3 (5,7,13); 2-5 twin-engine bombers rptd parked on field (5,7), resembling DB-3F's (5), equipped with tricycle landing gear, possibly B-25's (7); 5 bombers or transports rptd (13). 2-4 trainers rptd (7,13); 12-20 light bombers (PE-2) and LA-5 type fighters observed Sep 1947 (6); not more than 16 aircraft observed landing at field at one time (7). More recent rpt states field "not in use" from Nov 1947 - Oct 1948 (10).

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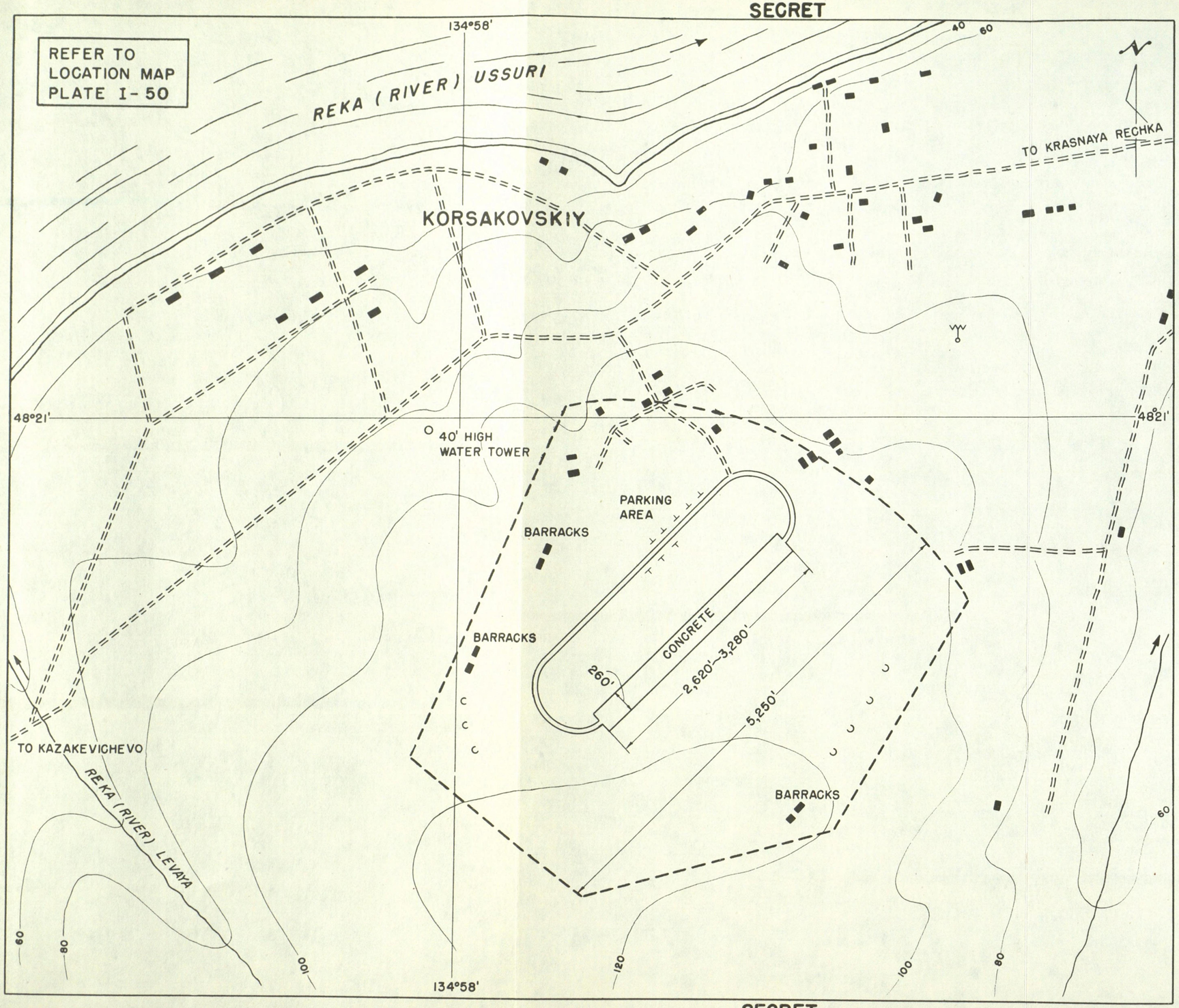

ORIENTATION MAP

MAP BASED ON J.G.S. 1:100,000, 6S SERIES, MAP NO. 5, 1944, INSTALLATIONS BASED ON INTERROGATION REPORTS.

SCALE

0 1000 2000 3000
FEET

0 500 1000
METERS

CONTOUR INTERVAL 20 METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

KHABAROVSK/
KORSAKOVSKIY
AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-55

SECRET

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5. Facilities. One informant believed there were underground hangars, since aircraft disappeared after landing and no planes parked on field (12). However, a more reliable source rpts 15-20 fighters, 5 bombers or transports, and 2 trainers parked along taxiway and runway (13). Searchlights and night flying rptd (7). Wireless station 600-800 ft NE of field (7,13); 3 50-ft antennae supported by guide wires rptd; small wooden shack near center antenna with rapidly revolving round object on roof, possibly radio range station and direction finder (6).

6. Formation flights, acrobatics, and aerial gunnery rptd observed in area of field (7).

7. PW camp No. 3 located 0.5 - 1 mi to NE (6,7).

8. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-10); on Airfield Map 54N-121E, Jul 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-13).

References:

1. J.G.S., 1:100,000, 6S Series, Map No. 5, 1944. Korsakovskiy area survey corrected by Kwantung Army Hq 1944. Map shows outline of field, runway, taxiway and bldgs. (B-3)
2. Special Report (K), 1943, based on memory of aerial photograph (B-2).
3. ATIS Doc No. 28177, Jun 1944 (C-3).
4. ATIS Doc No. 32740, 1945 (C-3).
5. ATIS Doc No. 12414, Sep 1945 - Oct 1947 (D-3).
6. Maizuru Interrogation No. 74, Sep 1947. Informant worked near field for one month. (D-3)
7. Maizuru Interrogation No. 153, Sep 1945 - Oct 1947. Informant interned at No. 3 PW camp, and worked in potato fields 150 ft from perimeter of field. (D-3)

Interrogations

8. Eighth Army No. 1082-10, Jun 1946 - Feb 1947. Informant interned at PW camp No. 3. (D-3)
9. Eighth Army No. 1043-28, Aug 1945 - Mar 1947. Informant interned at PW camp No. 3. (D-3)
10. Eighth Army No. 1209-27, May 1947 - Oct 1947. Informant interned at PW camp No. 3, (D-3)
11. FEAF Liaison No. 617, May 1946 - Oct 1948. Informant observed from PW camp near-by and while herding cattle in vicinity. (C-3)
12. Eighth Army No. 1236-12, Sep 1945 - Oct 1947. Informant claimed to have observed field from distance of 160 ft. (D-3)
13. Eighth Army No. 1178-28, Jun 1947, re-interrogation of ATIS No. 11676. Only informant who actually worked on airfield (engaged 3 times in maintenance work). (D-2)

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By SJ NARA Date 12-19-11

SHITA
(Sita, Syta, Obor West, Gidah, Gidan)

48°08'N, 135°24'E

T-9

Confirmed

Location: Just south of town of Shita; 13 mi ENE of Kruglikovo and Trans-Siberian RR; 15 mi west of Obor airfield; 28 mi SE of Khabarovsk (1,2).

Altitude: 230 ft (1,2)

Field: Approx square, 4590 ft (4,5); surrounded by pine trees (4,6,8).

Runway: Possibly L-shaped dirt runways; dimensions unknown (6).

Facilities:

1. 17-20 uncovered rvts rptd (5,7); no rvts (8); 6 abandoned rvts (9).
2. Possible fuel and am dump 0.25 mi SSW of field (4).
3. No hangars observed (7,8).
4. 2 large, unidentified wooden bldgs (8).

Remarks:

1. Surrounding topography. Field situated between two tributaries of Reka (river) Shita which join 1.5 mi north of field. Surrounding area undulating; steeply rising mts 1080 ft high 9 mi to NNW; further extension possible (1,2).
2. Weather. Prevailing wind westerly (10). Morning mist frequent in spring (10).
3. Field. Not in operation Sep 1946 (6); appeared abandoned Aug-Oct 1946. Field covered with tall grass. 6 dilapidated rvts and a few scrapped aircraft observed. Informant observed one single-engine plane landing after local inhabitants had cleared section of field. No further activity observed (9).
4. Aircraft. Single-engine planes observed occasionally (7,8); 6 4-engine transports parked on field 1943 (4).
5. Facilities. One source (6) rpts 5 dirt rvts at north and west end of field (6). 7 AA guns rptdon west side of field (8).
6. Good gravel road connects field with RR station (10).
7. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Gidan (T-12); on Airfield Map 54N-121E, Jul 1948, as Obor West (T-9); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Obor West (Gidah)(T-9)

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References:

1. K.A.M., 1:100,000, Part II, Map No. 7, 1942 (B-2).
2. Japanese Town Plans of Eastern Soviet, 1:25,000, Map No. 17, Jul 1941 (C-3).
3. J.G.S., 1:100,000, 7T Series, Map No. 16, 1942. Airfield not shown on map. (B-2)
4. Special Report (K), 1943. Based on memory of aerial photograph. (B-3)
5. ATIS Doc No. 32740, 1945 (C-3).
6. ATIS Interrogation No. 7186, Sep 1946 (C-6).
7. Eighth Army Interrogation No. 1107-6, Jun-Jul 1946 (D-6).
8. Eighth Army Interrogation No. 706, Oct 1945 (D-6).
9. Eighth Army Interrogation No. 1105-19, Aug-Oct 1946 (D-3).
10. ATIS Interrogation No. 8700, Oct 1946 (C-3).

OBOR

48°07'N, 135°42'E

(Plate I-56)

T-10

Confirmed

Location: 2.5 mi NE of town of Obor; 1 mi north of Obor branch RR line; 2 mi east of Reka (river) Obor; 15 mi east of Shita airfield (1).

Altitude: 330 ft (1)

Field: Triangular, approx 3940 x 2620 ft (1,2,3).

Runway: 3280 x 330 ft NE/SW; concrete (2,8).

Facilities:

1. No hangars rptd 1943 (2). In 1947 2 camouflaged hangars, capacity 8 planes each rptd.
2. Few rvts, number and exact location unknown (2).
3. Possibly one-story barracks south of field (5).

Remarks:

1. Surrounding topography. Level plain; field surrounded by pine forest (5). Hills 260 ft high 6.5 mi to NW and 590 ft high 9.3 mi to SW. Extension possible (1).
2. Field. Rptd heavily guarded (hearsay) (7); no PW's allowed within 5 mi of field (6); 2 informants describe it as secret airfield (6,7).
3. Aircraft. 30 twin-engine aircraft observed on field (8).
   3 planes described as jet aircraft observed in flight on one occasion. Informant believed they were coming in for landing at field which from his observation point seemed to be located beyond low hill. Aircraft described as mid-wing, twin-rudder, 4-engine, trailing smoke.

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Nacelles mounted under wings, extending beyond both edges. Leading edge back swept, trailing edge straight, tips well rounded (7).
Since Obor field believed to have only 3280-ft runway and since approach to field limited by surrounding trees, it is improbable that jet aircraft could land at this field. Reliability of above information considered very doubtful.

4. Facilities. Am dump located 1.5 mi SW of field; underground fuel storage 1.2 mi west of field with spur line leading to area from Obor branch RR line (1,2,3).

5. Part of 540th Short and Medium Range Bomber Regt rptd stationed at field 1944 (4). Air Force regt commanded by Maj General rptd at field (8).

6. Spur line to south of field (1,2,6) rptd used to haul in materials for runway construction. Probably no longer there (2,3).

7. Gravel road connects field with RR station (1).

8. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E (T-14); on Airfield Map 54N-121E, Jun 1948 (T-10); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-10).

References:

1. J.G.S., 1:100,000, 7T Series, Map No. 16, 1942 (B-2).

2. Special Report (K), 1943 (B-2).

3. ATIS Doc No. 32740, 1945 (C-3).

4. ATIS Doc No. 28177, Jun 1944 (C-3).

5. ATIS Interrogation No. 7186, Vol 39, p 66, Dec 1946. (Hearsay). (D-3)

6. Eighth Army Interrogation No. 1295-33, 1947 (D-3).

7. ATIS Interrogation No. 17705, Jul 1947. Informant saw aircraft in flight but did not observe field. (D-3)

8. Eighth Army Interrogation No. 1126-27, Mar-Jun 1947 (D-3).

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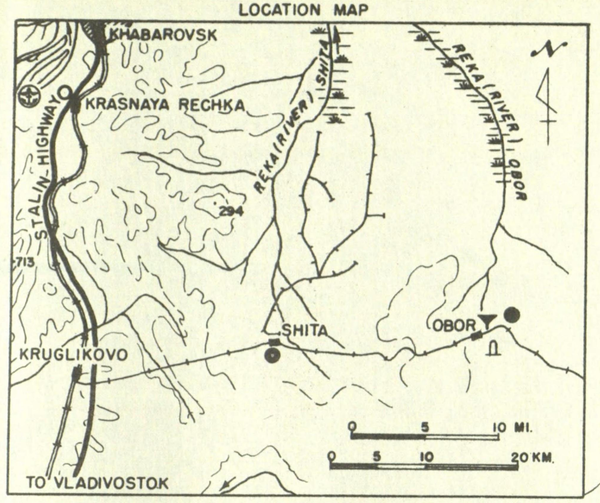
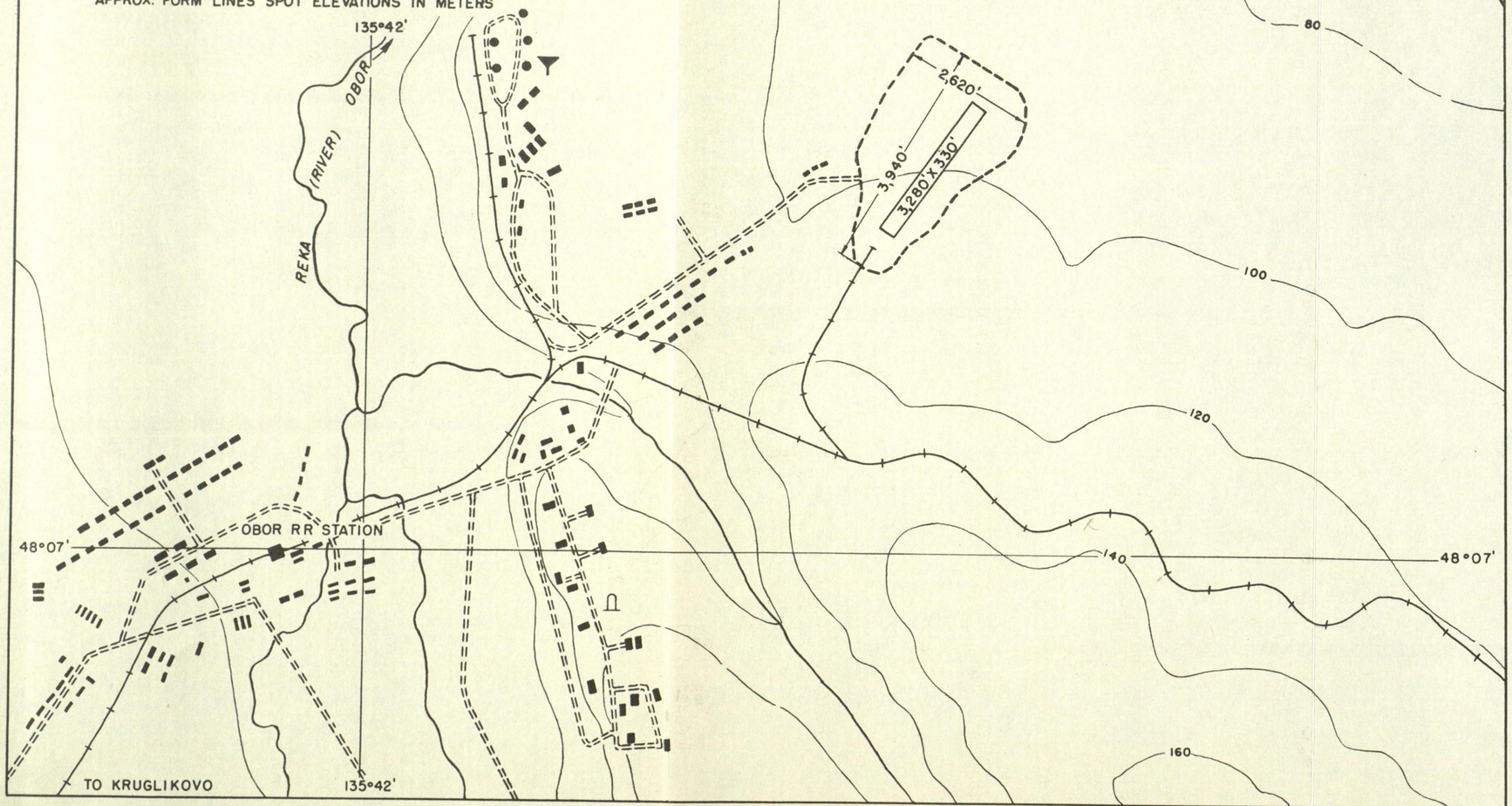
By TWD NARA Date 12/20/11

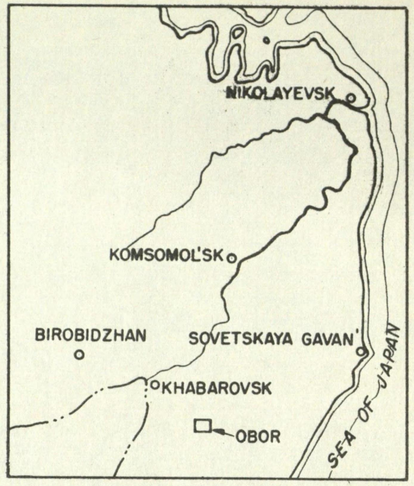
SECRET

LOCATION MAP



APPROX. FORM LINES SPOT ELEVATIONS IN METERS





ORIENTATION MAP

MAP BASED ON J.G.S. 1:100,000, 7T SERIES, MAP NO. 16, 1942, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1/4 1/2 1 MILES

0 1 2 KILOMETERS

CONTOUR INTERVAL 20 METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

OBOR
AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-56

SECRET

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By SJ NARA Date 12-19-11

VERINO
(Pereyaslavka, Khor)

47°58'N, 135°04'E

T-12

Confirmed

Location: Exact location unknown. Probably 0.5 - 2 mi NE of Verino RR station at town of Pereyaslavka; between Trans-Siberian RR and Stalin Highway; 6 mi north of Reka (river) Khor; 8.5 mi NE of Khor; 35 mi south of Khabarovsk (1,3,5).

Altitude: 260 ft (1)

Field: Square, approx 3940 ft on a side (2).

Runway: None (2,3)

Facilities:
1. Possibly on hangar (6).
2. 12 small covered (2,8) and 25 small uncovered rvts (2).
3. Few barracks (3).

Remarks:
1. 2 airfield symbols shown on Japanese Intelligence Map in area 0.5 - 2 mi NE of Pereyaslavka (1) do not indicate existence of 2 airfields, but 2 possible locations of the Verino (Pereyaslavka) field (3).
2. Surrounding topography. Level, open ground; no obstacles; unlimited, open approach from all directions; extension possible (1).
3. Runway. Less reliable sources rpt runway as follows: 1970 ft N/S, concrete (6), 3 dirt runways (5), 2300 x 65 ft, gravel (9).
4. Aircraft. 12-35 fighters and 25-30 twin-engine light bombers observed on field (4,6,7).
5. Listed in JANIS 73, Chap XII, Feb 1945 (LG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 42N-139E, Nov 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:
1. K.A.M., 1:100,000, Part II, Map No. 8, 1944 (B-3).
2. ATIS Doc No. 32740, 1945 (C-3).
3. Special Report (K), 1943. Based on memory of aerial photograph taken by Japanese Air Intelligence 1943. (B-3)
4. ATIS Interrogation No. 1100, Nov 1945 (C-3).
5. Eighth Army Interrogation No. 1340-36, May 1947 (D-3).

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6. Eighth Army Interrogation No. 1398 -32, Oct 1945 - Jun 1947 (D-3).

7. Eighth Army Interrogation No. 1044-43, Oct 1947 (D-3).

8. Eighth Army Interrogation No. 1120-5, Nov 1945 (D-3).

9. Eighth Army Interrogation No. 1903-37, Apr 1946 (D-3).

KRASITSKIY

47°38'N, 134°52'E

T-12

Confirmed

Location: Approx 0.5 mi SE of town of Krasitskiy; 2 mi ESE of Krasitskiy RR station; immediately east of Stalin Highway; 7.5 mi east of Reka (river) Ussuri (1).

Altitude: 330 ft (1)

Field: 3940 x 2620 ft; grass (2,3), probably ENE/WSW.

Runway: None (2)

Facilities:

1. 18 small uncovered rvts (3).

2. 2 underground wooden barracks, 100 x 15 ft, south of field (2).

3. One storage tank, probably oil or gasoline, 13 ft high, 10 ft in diameter, 0.5 mi south of field (2).

4. No hangars or repair facilities (2,3).

Remarks:

1. Surrounding topography. Field situated on level shoulder of low hill approx 60 ft above village of Krasitskiy. Ground slopes downward from edge of field on north, west and south sides. Extension possible only to ENE. Surrounding terrain gently undulating. No obstructions (1).

2. Not listed in JANIS 73, Chap XII, Feb 1945; listed on Airfield Map 42N-139E, Nov 1948 (T-12); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. K.A.M., 1:100,000, Part II, Map No. 11, 1942 (B-2).

2. Maizuru Interrogation (no number assigned) Oct 1945 - Feb 1947 (C-3).

3. ATIS Doc No. 32740, 1945 (C-3).

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By SJ NARA Date 12-19-11

VYAZEMSKAYA

47°31'N, 134°45'E

T-13

Confirmed

Location: Probably just SSW of town of Vyazemskaya; 1.5 mi SSW of Vyazemskaya RR station; SE of Trans-Siberian RR; NW of Stalin Highway; approx 5 mi SE of Reka (river) Ussuri (1,3).

Altitude: 260 ft (1)

Field: Roughly square 1970 ft on a side (2).

Runway: None (1,2,3)

Facilities:
1. 11 small uncovered rvts rptd (2).
2. No hangars or barracks observed (3).

Remarks:
1. K.A.M., locates another field immediately east of Vyazemskaya bordered by Stalin Highway to SW, RR spur to north and NE, road to south; unfavorable airfield site, extension impossible (1); possibly original site of Vyazemskaya field.
2. Surrounding topography. Towns of Vyazemskaya to NE and Otradnoye one mi to SW cause slight obstruction; unlimited, open approach from west and NW, and for distance of 6 mi along river to south; low hill 330 ft high approx 2 mi to SSE rising to 1440 ft 8.5 mi to SSE; mt 1250 ft high 5.5 mi to SE; hill 520 ft high 6 mi to east; extension possible (1).
3. Runway. One informant rpts steel mat runway 2620 x 160 ft (4).
4. Aircraft. 6 twin-engine planes and one single-engine plane observed taking off (3). 60 planes parked on field Sep 1947 (4).
5. Facilities. 4 galvanized iron hangars, 2 large storage tanks (4).
6. Listed in JANIS 73, Chap XII, Feb 1945 (LG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 42N-139E, Nov 1948 (T-14); in A/F and Seaplane [illegible]a, SE Siberia, Hq USAF and ONI, Dec 1948 (T-14).

References:
1. K.A.M., 1:100,000, Part II, Map No. 11, 1942 (B-2).
2. ATIS Doc No. 32740, 1945 (C-3).
3. Eighth Army Interrogation No. 692-11, Oct 1945 - Mar 1947. Field observed from distance. (D-6)
4. Eighth Army Interrogation No. 1039-3, Sep 1947 (D-6).

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By SJ NARA Date 12-19-11

OTRADNOYE
(Avan, Otradnaya)

47°29'N, 135°42'E

T-14

Confirmed

Location: Approx 2 mi west of town of Otradnoye; just north of Avan RR station and Trans-Siberian RR; one mi NW of Stalin Highway; 3.7 mi east of Reka (river) Ussuri; 5.5 mi SW of Vyazemskaya (1,2,3).

Altitude: 260 ft (1)

Field: Roughly square, 3940 ft (2,4).

Runway: None (2)

Facilities:
1. 6 small fighter rvts (2,4).
2. Bldgs SW of field; possibly barracks (1).

Remarks:
1. Field listed as T-14 rather T-12 because information not recent.
2. Surrounding topography. Ussuri river valley; open approach from north and NW; hills 200 ft high 1 mi to west, 260 ft 3 mi to west, 520 ft 5 mi to south, 910 ft 9 mi to south; mts 1440 ft high approx 8.5 mi to SE, 1250 ft 8 mi to ESE (1).
3. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Otradnaya (T-14); on Airfield Map 42N-139E, Nov 1948, as Otradnaya (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Otradnaya (T-12).

References:
1. K.A.M., 1:100,000, Part II, Map No. 11, 1942 (B-3).
2. ATIS Doc No. 32740, published 1945, based on aerial photographs 1942 (B-3).
3. ATIS Doc No. 28177, published Jun 1944 (C-3).
4. Special Report (K), 1943 (B-2).

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LERMONTOVKA NORTHEAST
(Rozengartovka Northeast, Birshoye)

47°09'N, 134°19'E

T-14

Confirmed

Location: 6.8 mi NE of Lermontovka; 1.5 mi west of village of Birshoye; 7.5 mi NE of Rozengartovka RR station, at town of Lermontovka; 3 mi north of Reka (river) Bira; 5.5 mi east of Bikin - Khabarovsk section of Trans-Siberian RR (2).

Altitude: 390 ft (1)

Field: Roughly circular (2) approx 3610 x 3280 ft (4).

Runway: None (2)

Facilities: 22 small uncovered dirt rvts (4).

Remarks:

1. Field listed as T-14 rather than T-12 because information not recent.

2. 2 airfield symbols on K.A.M. (1), one 4.5 mi ENE of RR station at Lermontovka and other 2.5 mi NE of station, indicate 2 sites for Lermontovka NE field; both locations based on observation by Japanese air intelligence unit stationed at village of Hsin-hsing-t'un on Manchurian border approx 6 mi west of Lermontovka. Japanese Air Intelligence, Ch'ang-ch'un, after receiving 1943 aerial photograph, corrected location to 6.75 mi NE of Lermontovka (2).

3. Surrounding topography. Field situated on slightly raised ground between two tributaries of Reka Bira; hill 260 ft high 1.2 mi to north, 720 ft 5 mi to north; Sopka (mt) Shebenchika approx 2560 ft high approx 7 mi to NE; hill 380 ft 3 mi to east, 1050 ft 5 mi to east, 390 ft 4 mi to SE, 590 ft 7.8 mi to south, 260 ft 3 mi to west; open approach from SW; 0.5 mi extension possible to south (1).
Description of terrain to NW of field (47°13'N, 134°27'E), in vicinity of Sopka Shebenchika, and area east of approx 134°32'E, based on Russian map dated 1905 (1); therefore accuracy of topographic details questionable (2).

4. 308th Pursuit Air Regt rptd stationed here 1944 (3).

5. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 42N-139E, Nov 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

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References:

1. K.A.M., 1:100,000, Part I, Map No. 4, published 1943 (B-2).
2. Special Report (K), 1943. Based on memory of aerial photograph taken 1943. (B-3)
3. ATIS Doc No. 28177, 1943 (C-3).
4. ATIS Doc No. 32741, 1944. Based on aerial photograph 1943. (C-3)
5. ATIS Doc No. 32740, 1945 (C-3).

LERMONTOVKA SOUTH
(Rozengartovka South)

47°09'N, 134°19'E

T-14

Confirmed

Location: 1 mi south of Lermontovka; 2.75 mi SSE of Rozengartovka RR station at town of Lermontovka; 0.75 mi south of Reka (river) Bira; just west of Khabarovsk-Bikin Trans-Siberian RR (1,2).

Altitude: 260 ft (1,2)

Field: Irregular, approx 3280 ft on side (3), situated on ground sloping slightly upward to SW (1,2).

Runway: None

Facilities: 4 small uncovered rvts (3,4)

Remarks:

1. Field listed as T-14 rather than T-12 because information not recent.
2. Surrounding topography. Bira river valley; unlimited, open approach from west and NW, 6-mi open approach from NE; hill 390 ft high 2.5 mi to east, 720 ft 6.2 mi to east, 460 ft 3.5 mi to SE, 1050 ft 9.8 mi to SE, 390 ft 4 mi to SSE, 1310 ft 10 mi to SSE, 200 ft 1.2 mi to south, 280 ft 2.5 mi to SSW, 790 ft 9.5 mi to SSW, 130 ft 0.5 mi to SW. Further extension difficult due to RR to east, low hills to south and SW, and soft ground to north (1).
3. Little activity observed at field 1942-1945 (5).
4. Listed in JANIS 73, Chap XII, Feb 1945 (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-12); on Airfield Map 42N-139E, Nov 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. K.A.M., 1:100,000, Part I, Map No. 4, published 1943 (B-2).

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2. Japanese Town Plans of Eastern Soviet, Map No. 18, Jul 1941 (C-2).

3. ATIS Doc No. 32741, Feb 1945, based on aerial photograph 1943 (C-3).

4. ATIS Doc No. 32740, 1945 (C-3).

5. Special Report (K), based on memory of 1943 aerial photograph and 1942-1945 Japanese intelligence rpts (B-2).

SYURKUM

50°04'N, 140°34'E

T-14

Unconfirmed

Location: Exact location unknown; rptd to be in vicinity of town of Syurkum (2,3,4) which is on north bank of Reka (river) Syurkum on south side of Starka Bay on Sea of Japan; 6 mi WSW of Mys(point) Syurkum; approx 75 mi NNE of Sovetskaya Gavan' (1).

Altitude: Approx sea level (1)

Field: Dimensions unknown

Runway: No information

Facilities: 3 hangars rptd; capacity 6 reconnaissance planes (4).

Remarks:

1. Surrounding topography. Topographic details not given, since map unreliable (1).

2. Field. Circular, rptd extended May 1947 (4). Naval installations rptd east of field along edge of Starka Bay; informant believed field possibly operated by navy (3).

3. Aircraft. Several twin-engine fighters observed flying over bay (2); approx 20 planes of various types observed on field (3).

4. Recently constructed single-track RR spur rptd in area with spur line under construction Jul 1946 leading towards field (3).

5. Parachute training held over field (2).

6. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 54N-150E, Aug 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

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References:

1. J.G.S., 1:500,000, V Series, Map No. 5, 1942. Area covered is based on partially revised K.A.M., 1:100,000, 1940. Airfield not shown on map. (B-3)

2. Eighth Army Interrogation No. 62-24, Jan-Jun 1946. Field observed from distance; details unknown. (D-3)

3. Eighth Army Interrogation No. 1060-13, Jul 1946 (D-3).

4. Eighth Army Interrogation No. 1220-39, Sep 1945 - May 1947 (D-3).

"KUZNETSOVSKIY" STATION
("Kuzunes-Oski" Station)

Approx 50°05'N, 139°10'E

T-12

Unconfirmed

Location: Exact location unknown; vicinity of "Kuznetsovskiy" Station which is rptd to be approx 11 mi west of "Muli", (50°06'N, 139°23'E) on Pivan-Sovestkaya Gavan' RR; approx 95 mi ESE of Komsomol'sk; 85 mi NW of Sovetskaya Gavan' (1,3).

Altitude: Estimated 3000 ft (2)

Field: Possibly oval, long dimension 3280 ft (4).

Runway: None (3,4)

Facilities: None (3)

Remarks:

1. Surrounding topography. Field situated on low hill surrounded by trees (3,4). Maps covering area unreliable (2).

2. Field. One informant rpts ground slopes sharply downward on east end of field (3); another rpts ground slopes to SW and south (4). Field did not appear to be in operation (3,4). Wooden guard post rptd south end of field (4).

3. RR station not located on any available map; shown only on map compiled from interrogation reports (1).

4. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 54N-150E, Aug 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

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References:

1. ATIS Town Plans Pivan-Sovetskaya Gavan' RR Map, unpulbished (F-3).
2. J.G.S., 1:500,000, Khabarovsk Area Basic Map, Part I, 1943. Airfield not shown on map. (C-3)
3. Eighth Army Interrogation No. 1110-10, Nov 1946. Informant observed field while felling trees near-by. (D-6)
4. Special Interrogation Report No. 207, Mar-May 1947. Informant observed field 4 times while gathering kindling wood near-by. (C-3)

"MULI"

Approx 50°06'N, 139°23'E

T-14

Confirmed

Location: Exact location uncertain; probably 1-2 mi south of "Muli" RR station on Pivan-Sovetskaya Gavan' RR; north of Reka (river) Muli; approx 102 mi ESE of Pivan; 106 mi ESE of Komsomol'sk; 81 mi NW of Sovetskaya Gavan' (3,4,6,8,9,10,14,16).

Altitude: Approx 1300 ft (1,2)

Field: Information conflicting. Rptd 1300 - 4920 ft long (5,7,8,14,15,16) and 150 - 2300 ft wide (5,7,8,14,15) (See Remark No. 2).

Runway: Dimensions unknown (See Remark No. 3); possibly hard packed dirt (7,14).

Facilities:
1. 1-3 wooden hangars (4,10).
2. 3 very small dilapidated bldgs (8).
3. 2-4 oil tanks (4,17).

Remarks:
1. Surrounding topography. No detailed terrain description given, since maps covering area not reliable. Field rptd situated in cleared, level area south of Pivan-Sovetskaya Gavan' RR, north of Reka Muli, with wooded hills to south (4,6,10,12,14,15,16,17).
2. Field. Informants observing field Jan, Jul, Aug 1947 rpt field inactive (8,11,14,21). One rpts field used as training base up to Apr 1946, after which it appeared abandoned (14). Another rpts grass approx 15 in high, covering field (8). 2 informants rpt rumor that Russians were planning to convert field into residential area (12,26), but another rpts field possibly extended May-Jun 1947 (16). Another informant heard, from fellow PW's, of a newly constructed army airfield near "Muli" Apr 1948 (19).

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3. Runway. 1-2 concrete or gravel runways rptd by 6 men (4,10,11,13,17,24). 2 informants (10,13) contradict themselves in their separate interrogations concerning type of runway. The 4 other rpts (4,11,17,24) are considered doubtful because of circumstances of observation. One rpt (4) questionable because of 2-year lapse between observation and interrogation, and because of improbable dimensions (1650 x 495 ft). 2 informants (11,24) who rptd that runway appeared white, observed from distance and were never on field. Fourth informant (17) although he claimed to have entered field, consistently rpts concrete runway, and in 3 different interrogations gave varying descriptions of lay-out and installations, and his information appears highly exaggerated in comparison with all the other informants' rpts; furthermore, his active membership in PW communist organization makes reliability of rpt questionable.
Runways possibly concrete or gravel but field listed as T-14 rather than T-10, since activity uncertain.

4. Aircraft. Little or no activity at field. Only one low-speed biplane observed in area Dec 1945 and no aircraft observed on field (22). YAK-9 type aircraft observed using field Aug-Sep 1945 (24). No aircraft using field Oct 1945 - Mar 1947 (24). Small biplane rptd landing at field 2-3 times bringing mail May 1946 (5); another informant observing field at same time rpts no aircraft on field (6). A few planes observed taking off from field Jan 1947 (20). Small liaison-type plane also rptd taking off from field Jan 1947 (9). No aircraft observed on field Sep 1947 (15).

5. Dirt road connects field with "Muli" RR station (4,16,17).

6. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 54N-150E, Aug 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

References:

1. J.G.S., 1:500,000, Khabarovsk Area Basic Map, Part I, 1943. Airfield not shown on map. (C-3)
2. J.G.S., 1:500,000, U Series, Map No. 5, 1942. Airfield not shown on map. (C-3)
3. ATIS Town Plans, Pivan to Sovetskaya Gavan', RR Section of the B.A.M. RR, unpublished as of Oct 1949 (C-3).

Interrogations

4. ATIS No. 8064, Oct 1945 (C-3).
5. ATIS No. 15687, May 1946. Field observed twice. (C-3)
6. ATIS No. 4041, May 1946 (C-4).
7. ATIS No. 9786, Jan 1946 - Dec 1946. Informant observed field once a week while going to and from work. (C-3)

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8. ATIS No. 12386, Sep 1945 - Jan 1947; re-interrogation of Eighth Army No. 1205-3 (C-3).
9. ATIS No. 9624, Sep 1945 - Jan 1947; re-interrogation of Eighth Army No. 1109-19) (C-3).
10. ATIS No. 12400, Jul 1947; re-interrogation of Eighth Army No. 1211-1. Informant worked on field. (C-3)
11. ATIS No. 12443, Jul 1947. Field observed frequently from RR station. (C-3)
12. ATIS No. 14416, Aug 1947 (C-3).
13. ATIS No. 10830, Sep 1945 - Aug 1947; re-interrogation of Eighth Army No. 1167-39 (C-3).
14. ATIS No. 12197, Oct 1945 - Aug 1947 (C-3).
15. ATIS No. 12262, Sep 1947; re-interrogation of Eighth Army No. 1202-14 (C-3).
16. Special No. 206, May-Jul 1947; re-interrogation of Eighth Army No. 1722-31. Informant worked on field clearing and leveling ground for approx 1 month May-Jun 1947. (B-3)
17. Special No. 209, Dec 1945 - Mar 1946; re-interrogation of Eighth Army No. 706-6 and Maizuru No. 59. Informant observed field 20-30 times while hauling gravel and fuel to field. (B-3)
18. Maizuru No. 63, Oct 1945 - May 1947 (C-3).
19. ATIS No. 20411, (hearsay), Apr 1948 (C-3).
20. ATIS No. 9715, 20 Jan 1947 (C-3).
21. ATIS No. 9777, Jul 1947 (C-3).
22. ATIS No. 14402, Dec 1945 (C-3).
23. ATIS No. 22616, (hearsay), Jan-Mar 1947 (C-6).
24. Special No. 216, Oct 1945 - Jun 1946; re-interrogation of ATIS No. 9926. Informant observed field from distance of 1000 ft while constructing dirt road east of field, and from distance of 600 ft while constructing bldgs north of field. (B-3)

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MULI-DATA
("Kato")

Approx 49°58'N, 139°58'E

T-14

Confirmed

Location: Exact location unknown; probably 0.25 - 0.5 mi east of Muli-Data ("Kato") RR station (3,4,5) which is on Pivan-Sovetskaya Gavan' RR; near confluence of Muli and Data rivers; approx 64 mi NNW of Sovetskaya Gavan' (1,2).

Altitude: Estimated 300 ft (1)

Field: Possibly 1800 - 3280 x 600 ft (3,6)

Runway: Hard packed dirt (3,5,6)

Facilities:
1. Wind sock (4)
2. 2 small wooden shacks believed to be weather station (4).

Remarks:
1. Surrounding topography. Level ground rptd in vicinity of RR and field, with extensive forested hills and low mts in surrounding area (4,5,7). No detailed maps covering area.
2. Weather. Rain Jun-Jul (5,7); field rptd usable in rainy season (6); 2-3 ft of snow in winter (5,7).
3. Runway. No information on dimensions of possible runway other than dubious rpt (5) of 980 x 160 ft.
4. Aircraft. Single-engine biplane observed landing on field, occasionally (3), 2-3 times weekly (4,5). Believed mail carrier or courier (4,5). Russian fighters also observed landing on field (6,7); possibly I-15bis, obsolete single-engine biplanes.
5. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 54N-150E, Aug 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

References:
1. J.G.S., 1:500,000, "Khabarovsk Area Basic Map", Part I, 1943. Airfield not shown on map. (B-3)
2. ATIS Town Plans, Pivan-Sovetskaya Gavan' RR Map, unpublished (F-3).

ATIS Interrogations

3. No. 14178, Sep 1945 - Jan 1947; re-interrogation of Eighth Army No. 1248-25 (C-3).
4. No. 9721, Jan 1946 - Jan 1947. Field observed daily from PW camp. (C-3)
5. No. 15794, Sep 1945 - Oct 1946; re-interrogation of Eighth Army No. 1359-5 (C-3).

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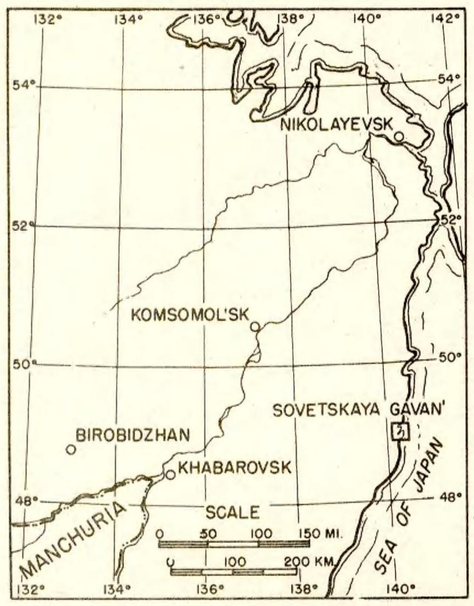
LOCATION MAP



MAP BASED ON JAPANESE TOWN PLANS MAP NO. 77, 1941, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

CONTOUR INTERVAL 20 METERS.
AUXILIARY CONTOURS 10 METERS.
SPOT ELEVATIONS IN METERS.
FORM LINES INDICATED BY DASHES.

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

SOVETSKAYA GAVAN' AREA AIRFIELDS

G-2 GEOGRAPHICAL SECTION

PLATE I-57

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By SJ NARA Date 12-19-11

6. No. 14262, Nov 1946 (C-3).
7. No. 14360, Jun 1946 (C-3).

VANINO
(Postavaya, Zapadnaya)

49°06'N, 140°16'E

(Plates I-57 and I-58)

T-11

Confirmed

Location: Approx 4.5 mi SSW of port of Vanino on peninsula between Bukhta (bay) Vanina and Bukhta Zapadnaya (Konstantinovskiy Zaliv); 0.75 mi NW of Bukhta Postavaya; 1.75 mi SW of "Sovetskaya Sortirovochnaya" (shunting station) in newly constructed town of Pyatisotka; 4.5 mi NNW of town of Sovetskaya Gavan' (summary of informants' rpts).

Altitude: Approx 500 ft (1)

Field: Possibly 4920 ft wide (based on terrain suitability).

Runways: Roughly T-shaped (4,9,11,23,26,31,38,40,46,47,48, 53,57,59,63,66,72-A,75,78) NE/SW and NNW/SSE (based on informants' sketches as modified by terrain suitability).
NE/SW runway probably 3000-3900 ft (5,40,59) by 160-300 ft (19,26,31,53,59,78); dirt (5,6,7,8,23, 47,72-A,75) or steel mat (9,19,21,26,31,40,53,57, 59,63,66,78).
NNW/SSE 3000-3900 ft (16,31,59,72-A,74,78) by 160-300 ft (9,15,19,26,31,59,72-A,75,78); steel mat (5,6,7,8,9,15,19,21,23,31,40,47,53,57,59,63,66, 72-A,74,78). Also rptd as long as 4950-6500 ft (5,8,19,21,23,26,53,63).
Steel matting laid over rolled gravel (72-A).
Rolled and hardened red clay shoulders along length of steel mat runway (s) (74,75).

Facilities:

1. No hangars (4,6,7,8,9,17,21,24,27,42).

2. 5-10 rvts (12,30,34,37,38) in north section (34,38), 5 open dirt and 5 large ocvered dirt (34). Also rptd constructed of logs (38). Existence questionable since 10 other informants definitely state no rvts observed.

3. Control tower (22,26); 65 ft high, located in north section of field (16).

4. Wind sock at field (5,10,30,37,40).

5. Navy barracks to north or east of field (4,6,7, 15,42). Barracks 165 x 66 ft concrete reinforced with steel; wooden roofs; on east side of field. Informant helped construct them Nov 1947 (46).

6. Possibly minor repair shop (13,30).

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7. 3 AA guns in east section of field (11,12,17,26).

8. Installations not shown on accompanying map because information highly conflicting. Bldgs shown NE of field taken from Japanese Town Plans Map No. 77 (1), and are possibly barracks area rptd in interrogation reports.

Remarks:

1. Since town of Vanino believed incorrectly located on AMS and AAF maps, and not shown on any Japanese maps, location of town based on interrogation reports considered accurate and reliable.

2. Surrounding topography. Field situated on high ground surrounded by low, pine-covered hills; stream immediately to north. Because of incomplete map coverage, terrain to west and beyond Reka Ui to north unknown (1).

3. Weather. Prevailing wind from northerly direction in winter (14,21,27,34,44), from southerly direction in summer (5,14,17); heavy rains Jul-Sep (4,8,20,24,34) cause lowlands to flood (15); road trafficability greatly reduced during rainy season (21,72-A,74). Intermittent morning fog during spring (26,30,74) and summer (74). Temperature probably averages approx 80°F in summer and approx -40°F in winter (15,16,18,24).

4. Runways. Steel matting described as thin, perforated steel sheets 0.12 - 0.5 in thick (12,15, 24,29), 2-in holes set one inch apart (15), 2.5-3 ft x 4.5-7 ft (15,29,42). Informants heard matting was U.S.-made (29). Drainage ditches along steel mat runway (s) (45).

Rpts highly conflicting on lay-out and type of runway surfacing. Of 76 informants, 55 were actually engaged in construction of airfield and 2 observed field from distance; the position of observation unrecorded for others. In general, runway lay-out rptd as parallel, T-shaped, L-shaped, and one runway only; 11 variations of these 4 runway patterns also rptd. Majority of rpts as well as a few of the more recent and apparently more reliable ones, described runways as T-shaped; also, according to terrain suitability and prevailing winds, this pattern appears the most reasonable. However, description of runway pattern should be considered as provisional only and unconfirmed until further information is received.

4 of 75 informants rpt concrete runways (73, 75,76,77). One (77) observed field Jun 1946, but since numerous others on field at same time rpt steel mat and dirt runways, this rpt considered unreliable. Another informant (73) rpts L-shaped conrete runways 1980 - 660 ft each; although this is one of the later rpts (Nov 1947), improbable runway dimensions make accuracy questionable. A third informant (75) engaged in laying down steel matting, rpts only 160 ft completed Aug 1946, and states that when he

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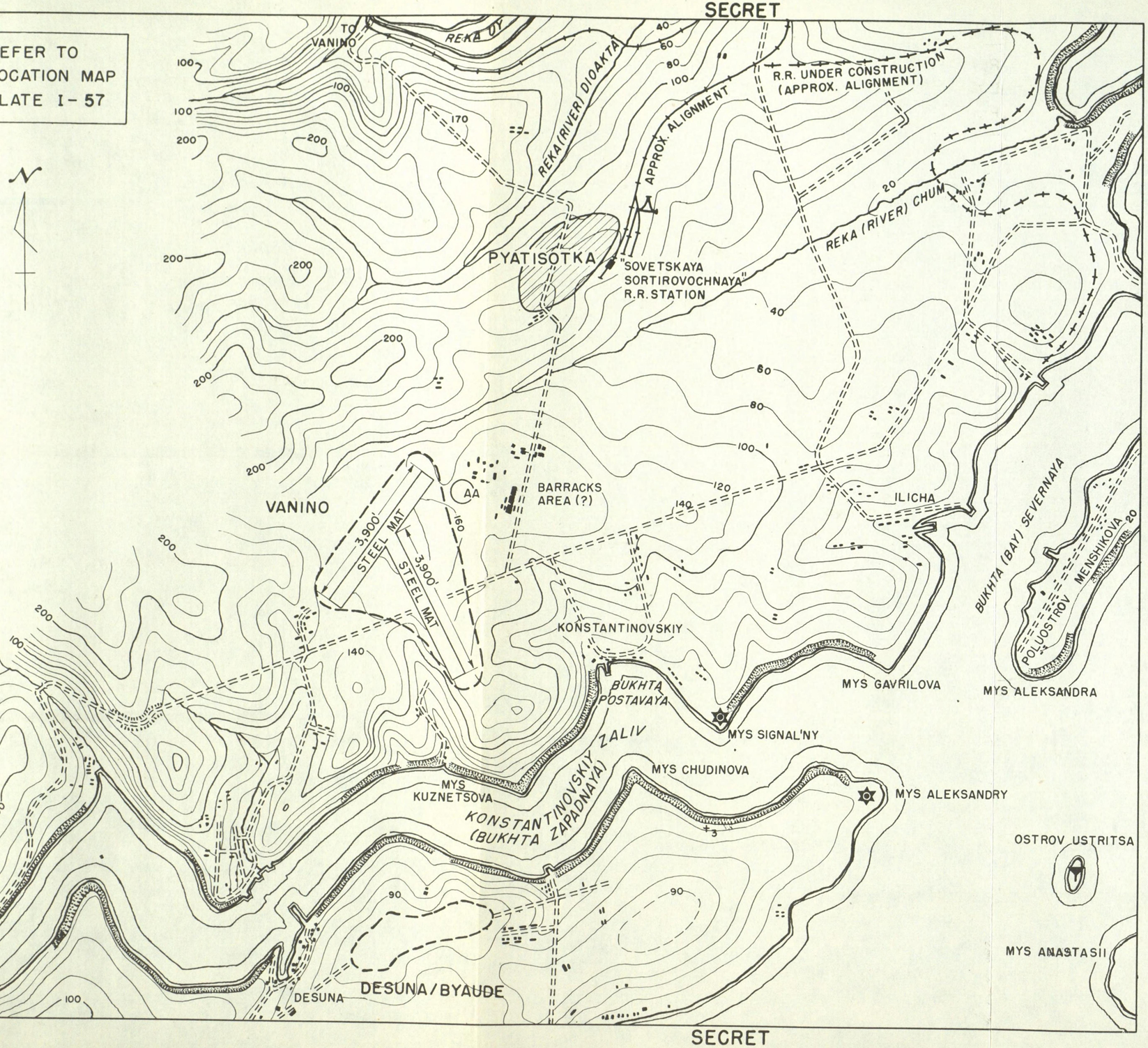
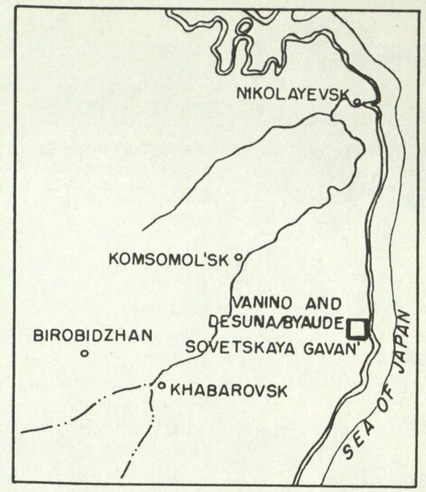
SECRET

REFER TO LOCATION MAP PLATE I-57





ORIENTATION MAP

MAP BASED ON JAPANESE TOWN PLANS 1:25,000, MAP NO. 77, 1941, WITH ADDITIONS FROM INTERROGATION REPORTS. RUNWAY LAYOUT PROVISIONAL ONLY.

SCALE
0 1/4 1/2 1 MILES
0 1 2 KILOMETERS

CONTOUR INTERVAL 20 METERS
AUXILIARY CONTOURS 10 METERS
SPOT ELEVATIONS IN METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

VANINO AND DESUNA/BYAUDE AIRFIELDS

G-2 GEOGRAPHICAL SECTION

PLATE I-58

SECRET

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By SS NARA Date 12-19-11

crossed field Jun 1947 he observed that 3770 ft remaining of runway had been laid with concrete. Since 19 other informants who were on field summer of 1947 rpt steel mat and dirt runways, existence of concrete runways in Jun 1947 considered doubtful. Fourth informant rpts (76) concrete runway, position of observation undesignated, Dec 1946 - Nov 1947, but gives no detailed information; reliability of rpt cannot be checked. Until further information is received concerning existence of concrete runways, these 4 rpts considered of doubtful accuracy.

5. Aircraft. 2 informants rpt observing one 4-engine aircraft 1947. One observed 4-engine plane taking off from field Aug 1947 (43). Another observed 4-engine plane rptd as TB-7 parked on field, exact date unknown (47). Third informant rpts seeing 4-engine seaplane flying at low altitude over Vanino area Jun 1947 (39).

About 7-12 bombers constantly parked on field (13,14,24,32,34,36,38); rptd resembling PE-2 or PE-3 (32,34,49). 2-3 A-20's also rptd (21) and 2-5 B-25's (19,21). 5-10 PBY type aircraft constantly parked on field (17,18,29,35,38,45,49). One informant rpts 10 MBR-2 type aircraft (27). 2-4 C-47's observed (13,19,21,27,45,47); rptd making scheduled flights to field once a week (4,5,8,29).

10-15 LA-5 type fighters rptd parked on field (17,27,29,37,44,47). 10-30 YAK-type fighters also observed (18,31,32,36,45,49), with 2 informants rptng 50-80 YAK-type fighters (4,33). Also 5-6 I-15bis biplane fighters rptd (21). American fighters rptd include 10 P-47's (21) and 70 fighters resembling P-39's (28).

6. Facilities. Wireless station east or NE of field (8,9,13,28), 2 antennae, one small wooden bldg (13,28).

Weather station with anemometer on roof NW of field (13).

Radar installation rptd located on Poluostrov (peninsula) Menshikova. Described as square revolving wire screen mounted on pole. Informant claims to have handled radar equipment in Japanese Army and therefore is possibly more reliable than average informant (28).

Gasoline drums dispersed around field (24). Fuel hauled onto field by truck (21,30) from fuel storage tanks located along north shore of Konstantinovskiy Gulf (24).

Field cleared with snowplow (27,34,44).

7. Night operations rptd (5,6,10,17,18,34) with searchlights (17,34) and AA guns (17) rptd used in conjunction with night aerial combat training (17).

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8. 2 white lines rptd painted entire length of runway (30).

9. Road running to north rptd as dirt (29) and as gravel (24,25).

10. Not listed in JANIS 73, Chap XII, 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 54N-150E, Aug 1948 (T-14); in A/F and Seaplane Sta, Hq USAF and ONI, Dec 1948 (T-8).

References:

1. J.G.S., Sovetskaya Gavan' Area Map, 1:25,000, based on 1941 aerial photograph. Airfield not shown on map. (B-3)
2. U.S. Hydrographic Map, printed 1939, corrections 1941. Airfield not shown on map. (F-3)
3. G-2 Interrogation of Political Refugee, winter 1948, date of information unknown (F-3).

Special Interrogations

4. No. 167. Informant worked on field leveling ground May-Jul 1947. (B-6)
5. No. 168. Informant worked on field leveling ground Jul-Oct and laying steel mats Nov-Dec 1946. (B-3)
6. No. 171. Informant worked on field leveling ground Jun-Oct 1946. (B-3)
7. No. 174. Informant worked on field leveling ground Jul-Nov 1946. (B-3)
8. No. 175. (Phase II interrogation, Eighth Army 1495-14). Informant worked on field leveling ground May-Dec 1946. (B-3)
9. No. 155. (Phase II interrogation, Eighth Army No. 29). Informant worked on field leveling ground Oct 1945 - Feb 1946. (B-3)
10. No. 172. (Phase III, ATIS No. 15167). Informant worked on field one week Oct-Nov 1946. (B-6)

Maizuru Interrogations

11. No. 69. Informant worked on field leveling ground Dec 1945. (C-3)
12. No. 72, Oct 1945 - Apr 1946 (C-6).
13. No. 57. Informant worked daily on field constructing runways Jul-Dec 1946; reports 3 steel mat runways. (C-4)
14. No. 231. Informant worked on field unloading dirt Jul-Oct 1946. (C-3)
15. No. 148. Informant worked on field extending runway Aug-Sep 1946. (C-3)
16. No. 70. Informants worked at, or near, field Jul-Sep 1946 and Apr-Jul 1947. Compilation report of 3 repatriates. (C-3)
17. No. 256. Informant worked on field May-Nov 1946.(C-4).
18. No. 229. Informant worked near-by in Vanino area Jan 1945 - Dec 1947. (C-4)
19. No. 38. Informant worked on field extending runways Nov 1946 - Dec 1947. (C-4)
20. No. 19. Informant worked on field leveling ground Jan 1946; observed field from distance Feb 1946 - May 1947. (C-4)

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21. No.300, compilation report of 6 informants. Some informants worked on field, others observed while passing by Oct 1945 - Aug 1948. Aircraft information obtained from former Japanese aircraft spotter and therefore possibly more reliable than average. (C-6)

ATIS Interrogations

22. No. 7592, Jun 1947 (C-6).
23. No. 8253, Jul 1946 (C-6).
24. No. 7545. Informant worked on field Jul-Dec 1946. (C-6)
25. No. 22085. Informant worked on field leveling ground Nov 1946. (C-3)
26. No. 8073. Informant worked on field Oct-Dec 1945 and May-Aug 1946. (C-3)
27. No. 21993. Informant worked on field, exact dates unrecorded, and in area Sep 1946 - May 1947. (C-3)
28. No. 23534. Informant worked on field constructing new taxiway Oct 1946 - Mar 1947. (C-4)
29. No. 24521. Informant worked on field laying down steel mat, Nov 1945 - Apr 1946. (C-6)
30. No. 9372, Jul 1946 (C-4).
31. No. 22266. Informant worked on field Aug-Oct 1946. (C-3)
32. No. 19842. Informant worked on field laying steel mats Jul-Oct 1946. (C-3)
33. No. 19698. Informant worked on field Sep 1946. (C-3)
34. No. 15019. Informant worked on field Jul-Nov 1946. (C-6)
35. No. 19766. Informant worked on field leveling ground Nov 1946. (C-6)
36. No. 18626. Informant worked on field leveling ground Aug-Dec 1946. (C-6)
37. No. 15470. Informant passed near-by Sep 1946. (C-6)
38. No. 11360, Oct - Jun 1946 (C-6).
39. No. 15224, Jun 1947 (C-6).
40. No. 9808. Field observed from distance Jun 1947. (C-6)
41. No. 11440. Informant worked on field leveling ground Jul 1947. (C-6)
42. No. 18322. Informant worked on field enlarging steel mat runway Jul-Oct 1947. (C-6)
43. No. 15098, Sep 1947 (C-6).
44. No. 22022, Dec 1947 (C-4).
45. No. 15507. Informant worked on field for 20 days Dec 1947. (C-6)
46. No. 23861. Informant worked on field leveling ground Mar 1947 - Jun 1948. (C-6)
47. No. 23821, Oct 1945 - Jul 1948. (C-6)
48. No. 22014, Oct 1945 - Aug 1948 (C-6).
49. No. 24083. Informant worked on field Oct 1946 - Jun 1948. (C-6)
50. No. 20141, Jun 1948 (C-6).
51. No. 21751, Jun-Aug 1948 (C-6).

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Eighth Army Interrogations

52. No. 1017-45. Informant worked on field leveling ground Apr-Aug1946. (D-6)
53. No. 1607-33. Informant worked on field laying down steel mat Jun-Nov 1946. (D-6)
54. No. 1607-50. Informant worked on field laying down steel mat Jan-Dec 1946. (D-6)
55. No. 1762-46. Informant worked on field leveling ground Jul-Nov 1946. (D-6)
56. No. 1678-14. Informant worked on field laying steel mat runway Oct 1945 - Sep 1946. (D-6)
57. No. 1027-19. Informant worked on field laying steel mats Nov-Dec 1946. (D-6)
58. No. 1692-21. Informant worked on field leveling ground, Oct 1945 - Oct 1946. (D-6)
59. No. 1035-8. Informant worked on extending field Jul 1947. (D-6)
60. No. 1392-32, Jul 1947 (D-6).
61. No. 1454-11, Jun 1946 (D-6).
62. No. 1319-46, Nov 1946 (D-6).
63. No. 1555-32. Informant worked on field widening runways Mar-Nov 1947. (D-6)
64. No. 1545-51. Informant worked on field leveling ground 1946 (same informant as Ref No. 5). (D-6)
65. No. 1330-14, Dec 1946 - Sep 1947 (D-6).
66. No. 1495-14. Informant worked as foreman of PW's constructing runway, Oct 1945 - Jan 1946. (D-6)
67. No. 1309-20. Informant worked on field 8 days, Jun-Jul 1946. (D-6)
68. No. 1466-30, Jul-Sep 1946 (D-6).
69. No. 1511-9. Informant worked on field Jul 1946 - Feb 1947. (D-6)
70. No. 1455-33. Informant worked on field Aug 1946 - Nov 1946. (D-6)
71. No. 1298-35, Oct-Nov 1946 (D-6).

72. Maizuru Interrogation No. 67.
    a. Informant worked on field 4 days laying down steel mat, Jul 1947. (C-6)
    b. Informant worked on field 1.5 month Jun-Jul 1940. (C-6)
73. Maizuru Interrogation No. 345. Informant engaged in construction of barracks near field Nov 1947. (C-6)
74. FEAF Liaison IR-446. Informant engaged in reconstruction of field Jul 1946 - Nov 1948. (C-6)
75. FEAF Liaison IR-555. Informant engaged in construction of runway Aug-Oct 1946. (C-6)
76. Eighth Army Interrogation No. 1602-51, Dec 1946 - Nov 1947 (C-4).
77. Eighth Army Interrogation No. 1644-45. Informant worked on field 20 days leveling ground, Jun 1946. (D-4)
78. FEAF Liaison No. 446, Jul 1946 - Nov 1948. Informant engaged in reconstruction of field. (C-3)

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DESUNA/BYAUDE
("Bayuada")

49°00'N, 140°13'E

(Plates I-57 and I-58)

T-13

Confirmed

Location: 0.75 mi ENE of Desuna; approx 3 mi NW of Sovetskaya Gavan'; 3.25 mi SSW of "Sovetskaya Sortircvochnaya" (shunting station) in newly constructed town of Pyatisotka; approx 0.5 mi north of Reka (river) Byaude (2,3,4,5,6,7,8,9,10,13).

Altitude: Estimated 300 ft (1)

Field: Possibly 2300-3000 x 600 ft, ENE/WSW (2,4,6,12). Situated on 260- to 300-ft hill; ground slopes downward on all sides; further extension impossible (1,4).

Runway: None (3,4,7,11)

Facilities: None (3,4,5,7)

Remarks:

1. Coordinates taken from US Hydrographic Map No. 1972, 1939. 2 informants rpt field on tip of peninsula, 0.75 mi further to east than above location (10,15).

2. Field. Surrounded by trees (12); unusable during rainy season (4). Constructed during last war (9).
Also rptd as large as 4920 x 980-2640 ft (3,4,5, 7,9,14); according to terrain, these figures impossible (1).

3. Aircraft. 5-6 biplane trainers rptd using field daily May 1946 - Aug 1947 (3); 5-6 biplanes parked on field (4,13); 3 trainers observed constantly parked on field (6).

4. Facilities. Am dump SE or SW of field (3,16). Estimated storage capacity 1500 bombs 5 ft long (3).

5. Desuna power plant 1300 ft to north or NW; (3), PW camp No. 47-4 NW of field (7,14).

6. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 54N-150E, Aug 1948; or in A/F and Seaplane Sta, Hq USAF and ONI, Dec 1948.

References:

1. J.G.S., Sovetskaya Gavan' Area Map, 1:25,000, based on 1941 aerial photograph. Airfield not shown on map. (B-3)
2. G-2 Interrogation of Political Refugee, winter 1948, date of information unknown (F-6).

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ATIS Interrogations

3. No. 15135, May 1946 - Aug 1947 (C-3).
4. No. 11680, May 1946 - Mar 1947 (C-3).
5. No. 15173, May 1946 - Mar 1947 (C-3).
6. No. 8758, May 1946 - Jun 1947 (C-3).
7. No. 15308, May 1946 - Aug 1947. Informant observed field from distance of 165 ft while passing near-by. (C-3)
8. No. 11656, Jan 1946 - Aug 1947, (hearsay) (C-3).
9. No. 8231, Sep 1946 - Jun 1947 (C-3).
10. No. 25362, date of observation unrecorded (C-3).

Eighth Army Interrogations

11. No. 1139-46, Jul 1947 (D-3).
12. No. 785-?, Jun 1947 (D-3).
13. No. 1298-20, May 1946 - Aug 1947 (D-3).
14. No. 1130-7, Sep 1946 (D-3).
15. No. 1667-9, May 1948 (D-6).
16. No. 1309-?, May 1947 (D-6).

DESUNA

49°00'N, 140°13'E

(Plate I-57)

T-14

Unconfirmed

Location: Possibly one mi SW of Desuna; 3.5 mi WNW of Sovetskaya Gavan'; 5.5 mi SSW of "Sovetskaya Sortirovochnaya (shunting station) in newly constructed town of Pyatisotka (2,3).

Altitude: Estimated 200 ft (1)

Field: "Large grassy field" (3)

Runway: None (3)

Facilities: 2-3 small wooden hangars (3)

Remarks:

1. Coordinates taken from US Hydrographic Map No. 1972, 1939.

2. Surrounding topography. Peninsula between Konstantinovskiy Zaliv and Bukhta Yugozapadnaya; Reka (river) Ma to west; Reka Sovetskaya to SE; surrounding area gently undulating (1).

3. Aircraft. Occasionally 1-2 fighter planes observed 1947 being used for parachute training (3).

4. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities of USSR East of 100°E, Apr 1948; or on Airfield Map 54N-150E, Aug 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

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References:

1. J.G.S., Sovetskaya Gavan' Area Map, 1:25,000, based on 1941 aerial photograph. Airfield not shown on map. (B-3)
2. G-2 Interrogation of Political Refugee, winter 1948, date of information unknown (F-3).
3. ATIS Interrogation No. 23644. Informant in Desuna area May 1946 - Oct 1947. (C-3)

SOVETSKAYA GAVAN' NORTHEAST
(Znamenka, Lososina)

48°59'N, 140°17'E

(Plate I-57 and I-59)

T-11

Confirmed

Location: Approx 2 mi NE of center of town of Sovetskaya Gavan'; 1.3 mi east of Bukhta (bay) Kurikshi; 30 mi SSE of port of Vanino; approx 5.5 mi SE of newly constructed RR station (Sortirovochnaya, Ajirenia, Vanino No. 2 Sta, Pyatisotka) (1,3,5,6,14,27).

Altitude: 260 ft (1)

Field: Irregular, approx 3940 x 3280 ft (1,16,29). Field slopes gradually upwards to SE (1).

Runways: Possibly 3280 ft long, NW/SE, compacted dirt (6,11, 13,20,30,37,38). Second runway, or taxiway, 1970-2300 ft long, NE/SW, compacted dirt (3,20,25,26,38).

Facilities:

1. Possibly 3 hangars (9,13,15,35) probably located on west side of field with concrete apron (9).
2. 50 rvts rptd in north section (17); existence doubtful.
3. Small aircraft engine maintenance shop (6,9,11, 28,29) immediately south of hangars, containing 4 lathes, small forge, and engine washing equipment (9). Another maintenance shop north of hangars (9) used as general aircraft maintenance shop (11,13,17,21,28,32,36). 15 Russians rptd employed in shop (28). Another repair shop west of field, west of N/S road, consists of truck repair and aircraft engine repair and testing facilities; sometimes described as auto repair or machine shop (3,8,9,11).
4. 1-2 barracks (3,6,17,25,27,29) located west or SW of field (6,12) west of road (6,11); estimated capacity 200 men (10,29). 3-5 officers quarters (11,27) west of field across road (27). All barracks situated in surrounding woods (9).
5. Fuel storage dump described as large pit with crudely constructed dirt-covered roof, 400 yds west of field (12), 300 ft north of hangar across

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road (27). Fuel drums also observed in warehouses in north section of field with 40 drums stacked outside, 400 yds north of warehouse (17). 5-10 fuel storage tanks embanked with dirt located near radio station (9) on north side of field (7,9,22). Area enclosed with electrified barbed-wire fence and guarded (9,22).

6. Tool warehouse and parts shop near hangar (11).

7. Steel frame control tower with wind sock (17, 27) and possibly flood lights in north section of field. Hand signals rptd used to direct aircraft (9).

8. Small radio station on north side of field. Informant heard instructions being broadcast to aircraft from this bldg. Anemometer and weather vane rptd on top of radio station (9).

9. Rotating beacon on top of hangar (27).

Remarks:

1. Most installations not shown on accompanying map because of uncertainty of location. Only probable lay-out of runways shown.

2. Surrounding topography. Field situated on side of 330-ft hill surrounded by forest; surrounding area undulating; further extension possible to SE if trees cleared; drainage good (1,2).

3. Weather. Prevailing wind from NNW in winter (4,6,9,17,27), from ESE (17) Jun-Aug (27); early morning and evening fog in Aug (17), heavy fog in Aug (27); low clouds in winter (17); heaviest rains Jun-Jul (17,19), light rains May-Jul (6,7).

4. Field. Because of conflicting rpts and small number of informants who were actually on field, dimensions taken from Japanese Intelligence source (1) based on 1941 aerial photograph rather than from later interrogation rpts. Surrounding trees are probably obstruction to newer type high-speed aircraft, and field has probably been extended.
Field rptd as long as 6600 ft (27); also 6000 x 4500 ft (6) and 7920 x 3300 (12). One informant (8) rpts observing dynamiting operations at one end of field (probably SE) and believed dynamite was used in connection with leveling and extending field; information questionable since no other informant rpts similar activities at field.

5. Runway. Runway rptd 4950 x 160 ft, dirt (35); 10,560 x 490 ft (25); 9500 ft long (26); 6330 x 165 ft (18). In summer clouds of dust were raised when aircraft used field (4).

3 informants who observed from edge of field rpt concrete runway (4,9,29); one believed it concrete because of distinct difference in color between runway and red clay field (9); information considered of questionable reliability.

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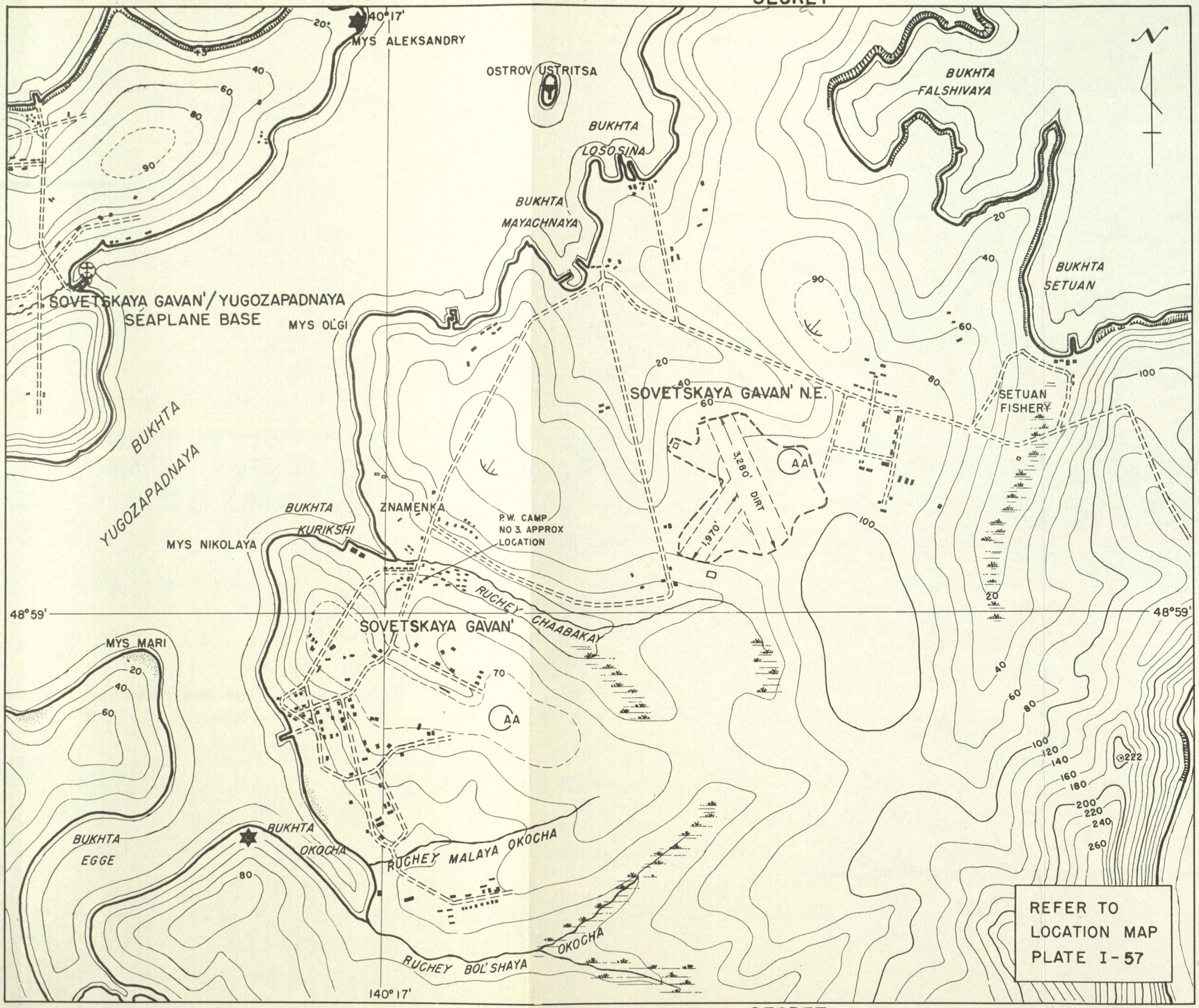
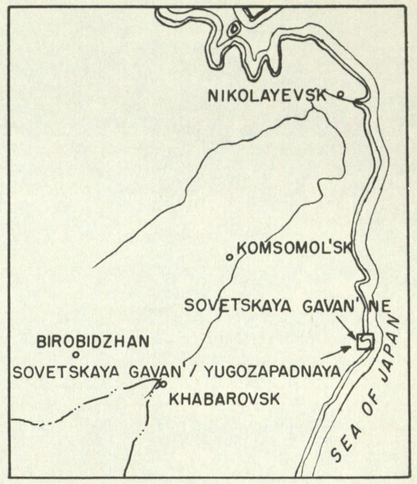
SECRET





ORIENTATION MAP

MAP BASED ON JAPANESE TOWN PLANS MAP 1 : 25,000, MAP NO. 77, 1941, WITH MODIFICATION AND ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1/4 1/2 1 MILES

0 1 2 KILOMETERS

CONTOUR INTERVAL 20 METERS
AUXILIARY CONTOURS 10 METERS
SPOT ELEVATIONS IN METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

SOVETSKAYA GAVAN' NE AIRFIELD
SOVETSKAYA GAVAN'/YUGOZAPADNAYA SEAPLANE BASE

G-2 GEOGRAPHICAL SECTION

PLATE I-59

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6. Aircraft. Approx 20-30 fighters observed parked on field (6,10,20,21,25,35). 3 informants rptd as many as 60 fighters (8,18,28) and 3 rptd maximum of 100 aircraft, type undesignated parked on field (12,22,27); 5-10 twin-engine bombers rptd parked on field (10,21,26); 3 PS-84 type transports (8); 3-5 trainers (5,24). One informant rpts LA-type fighter with air-cooled engines observed on field up to 1946; in summer 1946 he noticed predominance of YAK-type fighters (9).

7. Facilities. Large wireless station near town of Sovetskaya Gavan' (4); probably south of town near Bukhta Okocha (9). Another small wireless station consisting of 2 antennae and small hut (4) located north of field (9,19). Third wireless station rptd across bay on Mys (point) Alexsandry (3,5).
Large gasoline storage dump on Ostrov (island) Ustritsa (3).
Small weather station rpt on hill west of field, east of Bukhta (bay) Kurikshi (8).
6-10 AA guns rptd in NE section of field (8,17,20) near wind sock (28); 3 70-mm AA guns and one twin-barrel Pom-pom gun 1000 ft north of hangar (27). Possibly (8,17,20 and 27) refer to same group of guns. 2 AA guns SW of PW camp No. 3 SW of field (17); 5-6 AA guns camouflaged with nets and grass located 0.5 mi NW of Sovetskaya Gavan' (33). AA unit on hill in Sovetskaya Gavan' (33); 0.25 mi east of Okocha Bay, north of naval base located at south end of bay (8). Probably (8,17 and 33) all refer to same installation.
Searchlights frequently observed at night in area (12,16); 3-6 searchlights NE of field (6,8, 24), 15 searchlights in area (25), 4 searchlights between field and Mys Olgi (6).

8. Planes observed using field during rainy season (27). Very active field during winter (8). No aircraft observed using field during winter (6). Fighters did not appear to be equipped with skis when using field in winter (8).

9. Telephone communication with Sovetskaya Gavan' and surrounding area (9).

10. Am dump rptd near PW camp No. 3, south or SW of field, south of Rechei (stream) Chaabakan (13,27). Area enclosed with barbed-wire fence and heavily guarded (13).

11. Night flying training began Jun 1947; carried on every 5 days (20). Target practice frequently observed (10,16,17). Fighter and bomber formations of approx 30 aircraft each observed May 1947. Aerial combat training, utilizing all aircraft, conducted once a week, 3 hrs in afternoon and morning (9).
Parachute training observed, beginning summer 1947 (4,8,15,20,21,23,32,37). Aircraft included Douglas-type transports (15,20,22) twin-engine

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bomber (23), 1-2 GST reconnaissance bombers (4,8,9). 3-to 4-day training periods appeared to alternate with 3- to 4-day rest periods (20,23). Also rptd carried on daily (22). 4-15 men rptd jumping from each plane (15,18, 22,23). Total of 90 men once observed dropping from approx 6 GST's (18) at altitude of 1650 ft (22), 1850 ft (4), or 1500-2100 ft (23). One informant rpts observing bundles being dropped from altitude of 950 ft (4).

12. 42nd Pursuit Regt rptd stationed here (38). Estimated 200 air corps personnel stationed in and around field (11).

13. Barbed-wire fence observed near main entrance gate (9).

14. 10-ft dirt (28), or gravel (6), road on west side of field connecting with town of Sovetskaya Gavan'.

15. Field operated jointly by army and navy (8); by army (6).

16. Listed in JANIS 73, Chap XII, Feb 1945 (LG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-12); on Airfield Map 54N-150E, Aug 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-6).

ferences:

1. J.G.S., Sovetskaya Gavan' Area Map, 1:25,000, based on 1941 aerial photograph (B-3).
2. U.S. Hydrographic Map, No. 1972, printed 1939, corrections 1941, 1:40,000. Airfield not shown on map. (C-6)
3. Special Interrogation No. 211; re-interrogation of Eighth Army No. 1439-10. Field observed Mar 1946, Jan 1947 when PW's cleared snow from field, and Jul 1947 from machine shop NE of field proper. (B-3)
4. Special Interrogation No. 169; re-interrogation of Eighth Army No. 1305-26, and ATIS Interrogation No. 15289-1 Jan 1946 - Aug 1947. Field observed from barber shop on NW end of field. Informant was never actually on field. (B-4)
5. Special Interrogation No. 176; re-interrogation of Eighth Army No. 786-12, Jun 1947. Field observed twice from passing truck. (B-3)
6. Maizuru Interrogation No. 140. Field observed 3 times Nov 1947 from truck passing at distance of 300 yds. (C-3)
7. Maizuru Interrogation, no number assigned, dated Aug 1947. Date of observation Jan 1946 - Aug 1947. (C-3)
8. Special Interrogation No. 215; re-interrogation of Maizuru No. 165, Jan 1946 - Aug 1947. Informant worked in near-by field. (B-3)
9. Special Interrogation No. 213; re-interrogation of Maizuru, no number assigned, Mar 1946 - Jul 1947. Field observed Apr-Jul 1947. Informant worked in area of repair shop and hangar on approx 30 different occasions, Mar 1946 - May 1947. (B-3)

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ATIS Interrogations

10. No. 23851. Informant interned in area Jan 1946 - Nov 1947; worked at field cleaning barracks; exact date of observation undesignated. (C-3)
11. No. 9411, Mar 1947. Informant went to field several times to obtain truck parts; also worked in machine shop. (C-3)
12. No. 8074. Informant worked on field for one week Sep 1946. (C-3)
13. No. 15161, Aug 1947. Field observed from distance of 1500 ft. (C-3)
14. No. 20109, Jul 1947. Field observed from 60 ft. (C-3).
15. No. 9255, Jan 1946 - Aug 1947. Field observed from over 1 mi. (C-3)
16. No. 17133, Nov 1947. Field observed from 1650 ft. (D-3)
17. No. 7526, Jun 1947 (C-3).
18. No. 15173, Jun 1947 - Jul 1947 (C-3).
19. No. 15297, Dec 1945 - Aug 1947 (C-3).
20. No. 15159, Aug 1947 (C-3).
21. No. 15166, Jun 1947 (C-3).
22. No. 15368, Jul 1947 (C-3).
23. No. 15323, Jun-Jul 1947 (C-3).
24. No. 8372, Oct 1945 - Jul 1947 (C-3).
25. No. 9493, Jan 1946 - Aug 1947 (C-3).
26. No. 9496, Jan 1948 (C-3).
27. No. 8357, Jan 1945 - Jul 1947 (C-3).
28. No. 15656, Oct 1947 (C-3).
29. No. 11698, Jan 1946 - Aug 1947. Field observed from distance of 990 ft. (C-3)

Eighth Army Interrogations

30. No. 800-15, Jul 1947 (Same man as Ref 8) (D-3).
31. No. 1309-42, Aug 1946 (D-3).
32. No. 1305-16, Jun 1947 (D-3).
33. No. 1308-37, Aug 1947 (D-3).
34. No. 1308-48, Jun 1946 (D-4).
35. No. 1330-39, Jun 1947 (D-3).
36. No. 1299-33, Jun 1947 (D-3).
37. No. 1643-50, Jun 1946 - Sep 1947 (D-3).

38. G-2 Interrogation of Political Refugee, winter 1948 (F-6).

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SOVETSKAYA GAVAN'/SEVERNAYA SEAPLANE BASE
(Poluostrov Menshikova)

48°59'N, 140°17'E

(Plate I-57)

T-16

Confirmed

Location: 5 mi NNE of Sovetskaya Gavan' on west side of Poluostrov (peninsula) Menshikova in Bukhta (bay) Severnaya; 2.5 mi ESE of "Sovetskaya Sortirovochnaya" RR station (shunting station); 4 mi SE of Vanino (2,3,4).

Altitude: Sea level (1)

Alighting area: Bukhta Severnaya (2)

Facilities:

1. 3 concrete hangars located 400 ft apart. Informant observed aircraft leaving bldgs (2). 2 hangars, capacity 1 large seaplane each (4).

2. 6 wooden bldgs north of hangars, possibly barracks (2).

Remarks:

1. Surrounding topography. Low hills to east and west (1).

2. Aircraft. 2 MDR-6 type aircraft anchored near base (3).

3. Facilities. AA guns on hill east of base (4).

4. Planes usually took off to north (2).

5. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 54N-150E, Aug 1948; listed in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-15).

References:

1. J.G.S., Sovetskaya Gavan' Area Map, 1:25,000, based on 1941 aerial photograph and U.S. Hydrographic Map No. 1972, Oct 1939. Seaplane base not shown on maps. (B-3)

2. Maizuru Interrogation No. 19, Mar-May 1946. Base observed daily from distance of 2500 ft. (C-3)

3. ATIS Interrogation No. 8372. Informant in area Oct 1945 - Jul 1947 observed base once from a distance, exact date unknown. (C-3)

4. Eighth Army Interrogation No. 1140-1, Jun 1946 (D-3).

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SOVETSKAYA GAVAN' YUGOZAPADNAYA SEAPLANE BASE

48°59'N, 140°17'E

(Plates I-57 and I-59)

T-15

Confirmed

Location: 2.75 mi NNW of Sovetskaya Gavan' in small cove on NW shore of Bukhta (bay) Yugozapadnaya; on south side of peninsula 1.5 mi SW of Mys (point) Aleksandry; 3.75 mi south of "Sovetskaya Sortirovochnaya" RR station (shunting station); 6.5 mi south of Vanino (2,3,6,7,8,18).

Altitude: Sea level (1)

Alighting area: Bukhta Yugozapadnaya

Facilities:

1. 2-3 hangars at edge of bay (2,3,4,8,9,10,12); capacity 2 single-engine seaplanes each (3), 3 MDR-6's each (9), 2 GST's each (12). Wooden ramp (13,18) fronting hangars (2,8). Wooden ramps also rptd SW of hangars (3). Concrete ramp (10,13) west of hangars connects with concrete taxiways leading into wooded dispersal area (2).

2. 4-6 (2,3,9) 2-story wooden barracks 300 ft north or NW of hangars (2,3). Officers' quarters north of dispersal area (2).

3. Repair shop, garage and dispensary near barracks, east of dispersal area (2).

4. Oil drums observed in wooded area north of base (7); gasoline drums located immediately east of hangars (3).

Remarks:

1. Surrounding topography. Base located in sandy cove; rocky cliffs to NE and south; low wooded hills to SW, west and north (1,7).

2. Aircraft. Amphibious aircraft observed taking off from base and dropping parachutists over Sovetskaya Gavan' NE field (2,5).

5-10 GST type aircraft rptd parked along shore (2,4,5,7); 10-18 MBR-2's observed (2,3,4,5,7,10) parked in wooded dispersal area (2) and along shore (7,10); 10-20 MDR-6's or similar planes observed in flight and parked at base (3,11). I-10 KOR-1 type aircraft rptd (5,15) and 4 triple-engine seaplanes (18).

3. Facilities. Steel mat taxiway rptd (14,18). Entire land portion of base enclosed with barbed-wire fence (2,11,12).
Searchlights rptd originating from hill north of base. Informant also heard AA fire (16).
Planes rptd taken into water on flat car; only man-power used; no mechanical device observed (7).

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4. Planes equipped with skis in winter (7).

5. Listed in JANIS 73, Chap XII, Feb 1945 (S); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-15); on Airfield Map 54N-150E, Aug 1948 (T-15); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-15).

References:

1. J.G.S., Sovetskaya Gavan' Area Map, 1:25,000, based on 1941 aerial photograph and U.S. Hydrographic Map No. 1972, Oct 1939. Seaplane base not shown on maps. (B-3)

ATIS Interrogations

2. No. 15173, Apr-Aug 1947 (C-3).
3. No. 15308 Jun 1949. Informant worked as gardener at base. (C-3)
4. No. 15170, Aug 1947 (C-3).
5. No. 15289-1 (C-3).
6. No. 23851, Jan 1946 - Nov 1947. Informant observed base from across bay while interned at PW camp No. 3; also walked past it once. (C-3)
7. No. 8758, May 1946 - Jun 1947 (C-3).
8. No. 8167, Jul 1947. Informant passed near-by. (C-3)
9. No. 8311, Jul 1947. Base observed from distance. (C-3)
10. No. 16530, Aug 1947. Base observed from distance of 0.5 mi. (C-3)
11. No. 8372 (C-3).
12. No. 9927 (C-3).

Eighth Army Interrogations

13. No. 1305-11, Aug 1947 (D-3).
14. No. 800-9, May 1946 (D-3).
15. No. 1507-11, Jan 1946 - Nov 1947 (D-3).
16. No. 1457-12, Jan 1946 - Nov 1946 (D-3).
17. No. 1123-41, Jun 1947. Informant passed by. (D-3)
18. No. 1129-49, Dec 1946 (D-3).

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"MAYGATKA"

48°59'N, 140°17'E

T-8

Unconfirmed

Location: Rptd 12 mi SW of Sovetskaya Gavan' (2).

Altitude: Estimated 300 ft (1)

Field: No information

Runway: 5000 ft long, steel mat (2)

Facilities: No hangars (2)

Remarks:

1. Town of "Maygatka" not on any available map. Since rptd name of field is similar to names of Malaya Gatka and May rivers which flow E/W into Konstantinovskiy Zaliv (bay) (1), it is probable that field is situated in vicinity of these rivers and west of Sovetskaya Gavan' rather than SW as rptd by informant.

2. Coordinates are for Sovetskaya Gavan'.

3. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 54N-150E, Aug 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

References:

1. J.G.S., 1:500,000, V Series, Map No. 6, 1942. Airfield not shown on map. (C-3)

2. G-2 Interrogation of Political Refugee, winter 1948 (F-6).

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GROSSEVICHI
(Bukhta Grossevicha)

47°59'N, 139°32'E

T-13

Unconfirmed

Location: Approx 2 mi west of Grossevichi; north of Reka (river) Botchi (3). Port of Grossevichi located just north at mouth of Reka Botchi and along shore of Bukhta (bay) Grossevichi; approx 1 mi NW of Mys (point) Krestovozdvizhenskiy; 77 mi SW of Sovetskaya Gavan' (1,2).

Altitude: Estimated 100 ft (1)

Field: Approx 2460 ft long (3)

Runway: No information

Facilities: 2 fuel trucks, 1 utility truck (3).

Remarks:

1. Surrounding topography. Approaches to field rptd obstructed (3); no other information. Detailed terrain description impossible because of lack of reliable topographic maps.

2. Torpedo and mine dump covering area of approx 6560 sq ft located between field and port of Grossevichi. Most am kept in open storage; few sheds in area (3).

3. 25 persons stationed at field (3).

4. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 42N-139E, Nov 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

References:

1. J.G.S., 1:500,000, U Series, Map No. 7, 1942. Airfield not shown on map. (C-3)

2. U.S. Hydrographic Office, Chart No. 2066, Apr 1945 (compiled from Russian Chart of 1944). Airfield not shown on map. (C-3)

3. G-2 Interrogation of Political Refugee, winter 1948 (F-6).

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GROSSEVICHI SEAPLANE BASE
(Bukhta Grossevicha Seaplane Base)

47°59'N, 139°32'E

T-16

Unconfirmed

Location: Near port of Grossevichi (3), which is situated along west coast of Bukhta (bay) Grossevichi just north of mouth of Reka (river) Botchi; approx one mi NW of Mys (point) Krestovozdivizhenskiy; 77 mi SW of Sovetskaya Gavan' (1,2).

Altitude: Sea level (1,2)

Alighting area: No information

Facilities: No facilities (3)

Remarks:

1. JANIS locates seaplane base at mouth of Reka Botchi with alighting area of 7920 x 2640 ft, NE/SW. Water depth 10 ft; capacity 18-24 float planes; facilities rptd as 3 hangars, repair shop and ramp.
   Date of information Mar 1944.

2. Summary of Air Facilities in USSR, Apr 1948 gives dimesnions of alighting area 8000 x 3000 ft, NE/SW.

3. Seaplanes tie up at quay, approx 246 ft long (C-3).

4. Listed on Airfield Map 42N-139E, Nov 1948 (T-16); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-16).

References:

1. J.G.S., 1:500,000, U Series, Map No. 7, 1942. Seaplane base not shown on map. (C-3)

2. U.S. Hydrographic Office, Chart No. 2066, Apr 1945 (based on Russian Chart of 1944). Seaplane base not shown on map. (C-3)

3. G-2 Interrogation of Political Refugee, winter 1948 (F-6).

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PERETYCHIKHA

47°11'N, 138°37'E

T-14

Unconfirmed

Location: Village of Peretychikha located just SW of Reka (river) Peretychikha (1,2); approx 4.5 mi NW of village of Yedinka near Mys (point) Gladkiy on Sea of Japan; 8.5 mi SW of Samarga (1,2). Field located approx 2.5 mi NW from coast; SE of Peretychikha village and SW of Reka Peretychikha (3).

Altitude: Estimated 160 ft (1,2)

Field: Dirt landing strip, dimensions unknown (3)

Runway: None (3)

Facilities: Approx 50 drums of gasoline stored on field (3).

Remarks:

1. Surrounding topography. Terrain unknown since detailed maps for this area unavailable.

2. 15 men rptd stationed on field (3).

3. Field. Not carried in any publication; possibly either ELG recently built, or is same as Samarga (47°15'N, 138°47'E), listed in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948; and on Airfield Map 42N-139E, Nov 1948.

4. Not listed in JANIS 73, Chap XII, Feb 1945; or in Summary of Air Facilities in USSR East of 100°E, Apr 1948; or on Airfield Map 54N-121E, Jul 1948; or in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948.

References:

1. J.G.S., 1:500,000, U Series, Map No. 7, 1942. Airfield not shown on map. (C-3)

2. J.G.S., 1:500,000, Khabarovsk Area Base Map, Part I, 1941. Airfield not shown on map. (C-3)

3. G-2 Interrogation of Political Refugee, winter 1948 (F-6).

C. SUPPLEMENTAL LIST

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C. SUPPLEMENTAL LIST*

Name of Field	Coordinates	JANIS 73 Chap XII	Summary of Air Facilities in USSR East of 100°E	Airfield Maps 42N-139E 54N-121E	USSR, SE Siberia, A/F and Seaplane Sta, Hq USAF and ONI	FEAF Report IR-5-48	K.A.M.	ATIS Interrogations
Baydukov Island (Ostrov Baydukov, Langer, Langr)	53°18'N, 141°28'E	ELG						
Baydukov Island Seaplane Base (Langer, Langr)	53°18'N, 141°28'E	S JANIS 79 Chap XIV						
Bicheva North (Kutuzovka North)	47°48'N, 135°40'E					T-7		
Bicheva South (Kutuzovka South)	47°48'N, 135°40'E					T-11		
Bira	49°00'N, 132°28'E						T-14	
Birofel'd East	48°25'N, 132°48'E					T-4		
Birofel'd Northwest	48°32'N, 132°38'E (Field)		T-12	T-12				
Chumikan	54°42'N, 135°18'E		T-14	T-14				
Churki	48°05'N, 132°40'E					T-13		
Dormidontovka	47°47'N, 134°55'E						T-14	

* Airfields whose existence is uncertain and about which little information is available except possible location.

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Name of Field	Coordinates	JANIS 73 Chap XII	Summary of Air Facilities in USSR East of 100°E	Airfield Maps 42N-139E 54N-121E	USSR, SE Siberia, A/F and Seaplane Sta, Hq USAF and ONI	FEAF Report IR-5-48	K.A.M.	ATIS Interrogations
Glebovo (Kamenushka)	47°15'N, 134°21'E	ELG				T-14	T-14	
Khabarovsk/Krasnaya Rechka East (Il'inka)	48°23'N, 135°09'E (Field)			T-14	T-12			
Khabarovsk North (Berezovka)	48°34'N, 135°06'E (Field)		T-14		T-8	T-10		
Kondrat'yevka	47°51'N, 134°59'E	ELG	T-14			T-14		
Novo-Yevgen'yevka	48°56'N, 134°57'E					T-7		
Pivan	50°31'N, 137°02'E							T-14
Rodzhakhovo	47°50'N, 132°25'E						T-14	
Samarga	47°15'N, 138°47'E		T-14	T-14	T-14	T-14		
Sovetskaya Gavan' West Seaplane Base	48°55'N, 140°14'E						T-14 (J.G.S. Map)	
Ust'Umalta	51°38'N, 133°18'E			T-14	T-14			
Verino East (Georgiyevka)	47°58'N, 135°04'E					T-13		

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Name of Field	Coordinates	JANIS 73 Chap XII	Summary of Air Facilities in USSR East of 100°E	Airfield Maps 42N-139E 54N-121E	USSR, SE Siberia, A/F and Seaplane Sta, Hq USAF and ONI	FEAF Report IR-5-48	K.A.M.	ATIS Interrogations
Volochayevka	48°34'N, 134°29'E	ELG	T-14			T-11		
Vyazemskaya Southwest	47°31'N, 134°45'E						T-14	
Yakshino Bay Seaplane Base (Guba Yakshina)	54°51'N, 137°30'E (Base)	S						

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PART IV. OBLUCH'YE-SKOVORODINO AREA

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