

CONFIDENTIAL

Name	Province	Co-ordinates	Class
Kaitak (Hong Kong, Juttin, Kowloon, Kuttin)	Kwangtung	22 21N - 114 12E	3rd
Kakshiu (See Sai Heung)			
Kaktin (See Kantin)			
Kalgan No. 1 (See Wanchuan No. 1)			
Kalgan No. 2 (See Wanchuan No. 2)			
Kantin (Kaktin, Kamtsin, Kumtin, Shamchun)	Kwangtung	22 32N - 114 04E	3rd
Kamtsin (See Kantin)			
Kaochangmiao (See Lunghwa)			
Kaoki (See Amoy)			
Karolaochen (See Puchou No. 1)			
Kiangling (See Shasi No. 2)			
Kiangnigchen	Anhwei	31 44N - 118 34E	ELG
Kiangwan (Seekingjao) (See Shanghai/Kiangwan)			
Kiangying (Chiangyin, Tsin-kiang)	Kiangsu	31 55N - 120 16E	ELG
Kaomi	Shantung	36 24N - 119 46E	ELG
Kiaosze (See Hangchow No. 2)			
Kiayu	Hupei	29 57N - 113 57E	ELG
Kienkiao (See Hangchow No. 1)			
Kienli	Hupei	29 49N - 112 56E	3rd
Kildot (See Kilot)			
Kilok (See Swatow)			
Kilot (Kildot)	Kwangtung	23 22N - 116 45E	2nd
Kingchow (See Shasi)			
Kingmen (Chingmen)	Hupei	30 57N - 112 04E	1st
Kingshan (Chingshan)	Hupei	31 02N - 113 07E	ELG
Kinhwa New (Chinghwa, Hsia Chang)	Chekiang	29 05N - 119 45E	3rd
Kioshan (Chuehshan)	Honan	32 50N - 114 06E	2nd
Kioshan Satellite	Honan	32 41N - 114 12E	ELG
Kiucheng (Chiuchen)	Yunan	24 45N - 98 07E	3rd
Kiukiang East (Lushan, Shih-Li-Pu, Tehwa)	Kiangsi	29 45N - 115 58E	3rd
Kiukiang City (See Kiukiang South)			
Kiukiang North Bank (Erhtaokow, Kiukiang Satellite)	Kiangsi	29 49N - 115 56E	2nd
Kiukiang Satellite (See Kiukiang North Bank)			
Kiukiang South Bank (Kiukiang City, Krh Tao Kow)	Kiangsi	29 47N - 115 57E	2nd
Kiukowchen (See Chiukow)			
Kiungshan (See Hoikow)			
Kongmoon (See Pakshek)			
Kong-Tau (See Amoy/Kongtau)			
Kotangtien (See Chantien)			
Kotsch (See Hotsch)			
Kowloon (See Kaitak)			
Kowloon Bay	Kwangtung	22 20N - 114 12E	S.S.
Krh Tao Kow (See Kiukiang South Bank)			
Kuangchi	Anhwei	30 05N - 115 39E	U.C.
Kulangsu (See Amoy/Kulangsu)			
Kuangte (Kwangteh)	Anhwei	30 56N - 119 23E	ELG
Kumtin (See Kantin)			
Kun Moon (See Quemoy Island)			
Kuper Island (See Canton/Kuper Island)			
Kuper Island SS (See Canton/Kuper Island)			
Kuttin (See Kaitak)			
Kuyung (Chujeng, Chuyung)	Kiangsu	31 57N - 119 11E	ELG
Kwangteh (See Kuangte)			

CONFIDENTIAL

CONFIDENTIAL

Name	Province	Co-ordinates	Class
Kwanyinchow (See Yochow)			
Kwanyun	Kiangsu	34 31N - 119 15E	1st
Kweiteh	Honan	34 26N - 115 44E	ELG
Lanchi South	Chekiang	29 12N - 119 31E	ELG
Lantienchang (See Peiping/Lantienchang)			
Lauwongtin (See Canton/Namshoktao)			
Lean Dog Hill (See Tien Ho)			
Leiyang	Hunan	26 30N - 112 42E	ELG
Liaocheng	Shantung	36 28N - 115 57E	ELG
Liling	Hunan	27 42N - 113 22E	ELG
Limko (Linkao)	Kwangtung	19 47N - 109 41E	3rd
Limko Satellite	Kwangtung	19 46N - 109 40E	ELG
Linfen (Hsiao Miao, Pingyang)	Shansi	36 05N - 111 31E	2nd
Lingling	Hunan	26 16N - 111 33E	1st
Linglu (Linju)	Honan	34 12N - 112 45E	3rd
Lingshui	Kwangtung	18 32N - 109 51E	2nd
Linju (See Linglu)			
Linkao (See Limko)			
Linsiang New	Hunan	29 33N - 113 13E	1st
Linsiang Satellite (Tuchitou, Tukitou)	Hunan	29 34N - 113 14E	U.C.
Linsiang South	Hunan	29 27N - 113 23E	U.C.
Linying	Honan	33 50N - 114 05E	ELG
Lisha	Chekiang	29 48N - 121 30E	ELG
Liuho	Kiangsu	31 32N - 121 16E	ELG
Liuting (See Tsingtao/Liuting)			
Lohochai	Honan	33 36N - 114 02E	3rd
Lohwa (Nanchang Satellite, Whampomao, Wanpamao)	Kiangsi	28 48N - 115 48E	ELG
Loiwing	Yunnan	23 55N - 97 42E	2nd
Loiwing Factory (Tingka)	Yunnan	23 54N - 97 38E	ELG
Loyang (Honafu)	Honan	34 42N - 112 14E	ELG
Loyang East	Honan	34 45N - 112 32E	2nd
Luan (See Changchih)			
Luantsun	Shantung	36 25N - 120 11E	ELG
Luchow (See Hofei)			
Luichow (See Hoihong)			
Lunghwa (Kacchangmiao)	Kiangsu	31 10N - 121 28E	2nd
Lunghwa	Kiangsu	31 10N - 121 29E	S.S.
Lungling North	Yunan	24 45N - 98 37E	1st
Lupao	Kwangtung	23 21N - 112 55E	ELG
Lushan (See Kiukiang East)			
Macao	Kwangtung	22 12N - 113 33E	ELG
Macao	Kwangtung	22 10N - 113 34E	S.S.
Mangshih	Yunan	24 23N - 98 32E	ELG
Matsu Island	Fukien	26 08N - 119 55E	ELG
Mei-Luh (See Muiluk)			
Meitzuchow Island (See Nanking)			
Milky Way (See Tien Ho)			
Mingkiang	Honan	32 28N - 114 05E	ELG
Ming Ku Kung (Nanking City, Nanking Old)	Kiangsu	32 02N - 118 46E	3rd
Minhow (See Foochow)			
Muiluk	Kwangtung	21 20N - 110 44E	ELG
Namshoktao (See Canton/Namshoktao)			
Nanchang New	Kiangsi	28 36N - 115 53E	1st
Nanchang Old	Kiangsi	28 38N - 115 52E	3rd
Nanchang Satellite No. 1 (See Lohwa)			
Nanchowting (See Nansien)			
Nansien (Cankingma, Nanchowting)	Hunan	29 19N - 112 25E	ELG
Nanhu (See Wuchang)			
Nanking (Meitzuchow Is.)	Kiangsu	32 04N - 118 43E	S.S.

CONFIDENTIAL

CONFIDENTIAL

Name	Province	Co-ordinates	Class
Nanking City (See Ming Ku Kung)			
Nanking Military (See Tai Chiao Chan)			
Nanking New (See Tai Chiao Chan)			
Nanking Old (See Ming Ku Kung)			
Nanking Satellite (Chiakangmen)	Kiangsu	31 58N - 118 50E	1st
Nanyuan (See Peiping/Nanyuan)			
Naochow Island	Kwangtung	20 53N - 110 34E	ELG
Napier Island See Kuper Island, S.S.)			
Ng Tung (See Amoy)			
Ningsien (See Ningpo)			
Ningpo (Ningsien, Tuantang)	Chekiang	29 50N - 121 30E	3rd
Ningpo New (Changchiao)	Chekiang	29 55N - 121 32E	U.C.
Pailoshih (See Yochow)			
Pailuchi	Hupei	29 29N - 113 07E	1st
Paiyun (See Canton/White Cloud)			
Pakkai (See Pakshek)			
Pakshek (Kongmoon, Pakkai)	Kwangtung	22 36N - 113 08E	ELG
Pakwanshan (See Canton/White Cloud)			
Pantung	Kiangsu	31 08N - 121 12E	ELG
Paoching (Shayoing)	Hunan	27 05N - 111 26E	2nd
Paoshan (See Woosung)			
Paoting (Tsingyuan)	Hopeh	38 50N - 115 32E	1st
Paotou	Shansi	40 36N - 114 55E	ELG
Paotow (Suanhwa)	Suiyuan	40 36N - 110 03E	1st
Pat Heung	Kwantung	22 20N - 114 05E	2nd
Pehloshih (See Yochow)			
Peimasiu	Honan	34 42N - 112 44E	3rd
Peiping (Fengtai)	Hopeh	39 52N - 116 19E	2nd
Peiping/Ching Ho Yuan	Hopeh	39 58N - 116 24E	ELG
Peiping/Lantienschang	Hopeh	39 58N - 116 17E	2nd
Peiping/Nanyuan	Hopeh	39 47N - 116 24E	ELG
Peitang (Chaticn)	Hopeh	39 10N - 118 10E	3rd
Pengtze	Kiangsi	30 01N - 116 37E	ELG
Pingkiang	Hunan	28 43N - 113 33E	ELG
Pinglu	Honan	34 50N - 112 43E	3rd
Pingting	Shansi	37 45N - 113 36E	2nd
Pingyang (See Linfen)			
Poai	Honan	35 12N - 113 04E	ELG
Puchi	Hupei	29 44N - 113 54E	2nd
Puchou No. 1 (Kaolaochen, Yungchi)	Shansi	35 00N - 110 29E	3rd
Puchou No. 2 (Chaoitsun, Yungtsi)	Shansi	34 57N - 110 29E	3rd
Puchou No. 3	Shansi	34 52N - 110 14E	2nd
Puyang (Kaichow)	Hopeh	35 41N - 114 59E	ELG
Quomoy Island (Chinmen, Kun Moon, Wulipu)	Fukien	24 28N - 118 19E	3rd
Sai Heung (Hauhoi, Kakshiu, Sheung Chuen)	Kwangtung	22 34N - 113 52E	1st
Saiping (Suiping)	Honan	33 11N - 114 05E	ELG
Samah	Kwangtung	18 17N - 109 26E	1st
Samah	Kwangtung	18 14N - 109 27E	S.S.
Samchueh (See Canton/Samchueh)			
Samyuenli (See Canton/White Cloud)			
Samyuenli New (See Canton/White Cloud Satellite)			
Sanchao Island (See Sanchau Island)			
Sanchau Island (Sanchao Island)	Kwangtung	22 00N - 113 25E	1st

CONFIDENTIAL

CONFIDENTIAL

Name	Province	Co-ordinates	Class
Sanhwachow (See Shihhweiyao)			
Sarneipo (See Suikai No. 1)			
Sau Kau Liang (See Canton/Tien Ho)			
Seekingjao (See Shanghai/Kiangwan)			
Shalamoleng	Suiyuan	41 50N - 110 27E	ELG
Shalipo (See Suikai)			
Shamchuen (See Canton/Tien Ho Satellite)			
Shanghai Golf Course	Kiangsu	31 16N - 121 31E	ELG
Shanghai/Hungjao			
(Hungjao)	Kiangsu	31 11N - 121 22E	1st
Shanghai/Kiangwan	Kiangsu	31 20N - 121 31E	1st
Shanghai/Lunghwa	Kiangsu	31 10N - 121 29E	S.S.
Shanghai/Lunghwa	Kiangsu	31 10N - 121 28E	2nd
Shanghai/Tachang	Kiangsu	31 18N - 121 24E	1st
Shanghai/Woosung	Kiangsu	31 25N - 121 28E	2nd
Shangkui	Honan	34 26N - 115 44E	ELG
Shan Heikwan	Hopch	40 01N - 119 46E	ELG
Shanhsien	Honan	34 45N - 111 05E	3rd
Shaohing (Sialkin, Tungkwan)	Chekiang	30 02N - 120 49E	ELG
Shaoying (See Paoching)			
Shasi No. 1 (Kingchow)	Hupei	30 17N - 112 18E	ELG
Shasi No. 2 (Kiangling)	Hupei	30 19N - 112 13E	3rd
Shaying	Hupei	30 38N - 112 39E	ELG
Shekpai	Kwangtung	23 09N - 113 21E	ELG
Shenchuan (See Shumchuen)			
Sheung Chuen (See Sai Heung)			
Shiaoshan	Chekiang	30 10N - 120 17E	ELG
Shienchiao (See Hangchow No. 1)			
Shihchiachuang (See Shihkiachwang)			
Shihhweiyao (Hangyaping, Hwangshih Kang, Sanhwachow)	Hupei	30 13N - 115 04E	ELG
Shihkiachwang (Cheng-Ting, Chihchiachuang, Shihtwang, Takuotsun)	Hupei	38 05N - 114 30E	1st
Shih-Li-Pu (See Kiukiang East)			
Shihtwang (See Shihkiachwang)			
Shu Cheong (See Hoihow)			
Shumchuen (Shenchuan)	Kwangtung	22 33N - 114 07E	ELG
Shumchun (See Kamptin)			
Shunteh (Hsingtai, Singtai)	Hopch	37 04N - 114 31E	ELG
Sialkinshih (See Tungkwan)			
Siangtan No. 1	Hunan	27 53N - 112 48E	3rd
Siangtan No. 2	Hunan	27 52N - 112 46E	ELG
Siang Siang	Hunan	27 45N - 112 27E	ELG
Hsiangyin (Siangyin)	Hunan	28 42N - 112 49E	ELG
Siaokan	Hupei	30 55N - 113 52E	2nd
Sialkin (See Shaohing)			
Sianning	Hupei	29 55N - 114 16E	3rd
Sincheng	Honan	34 24N - 113 44E	ELG
Singtai (See Shunteh)			
Singtze (Hsingtze)	Kiangsi	29 35N - 116 05E	ELG
Singyueh (Taipingshih)	Kwangtung	21 08N - 110 06E	U.C.
Sinshih	Hunan	28 47N - 113 06E	ELG
Sinsiang	Honan	35 19N - 113 53E	1st
Sintien (See Lungfow)			
Sinyang	Honan	32 06N - 114 05E	2nd
Siying (See Fort Bayard)			
Strand Beach (See Tsingtao/Strand Beach)			
Suanhwa (See Pactou)			

CONFIDENTIAL

CONFIDENTIAL

Name	Province	Co-ordinates	Class
Suchow (Hsuchow)	Kiangsu	34 17N - 117 09E	3rd
Suchow, N.W.	Kiangsu	34 18N - 117 07E	3rd
Suihsien (Wukiawang)	Hupei	31 42N - 113 26E	ELG
Suikai No. 1 (Sarneipo)	Kwangtung	21 20N - 110 10E	ELG
Suikai No. 2 (Tailing)	Kwangtung	21 23N - 110 13E	ELG
Suiping (See Saiping)			
Sun Chai Tan (Chefoo)	Shantung	37 28N - 121 28E	3rd
Sungfow (Sintien)	Hupei	31 05N - 114 51E	ELG
Swatow (Kilok)	Kwangtung	23 23N - 116 38E	ELG
Tachang (Tazang)	Kiangsu	13 18N - 121 24E	1st
Tai Chiao Chan (Nanking Military, Nanking New)	Kiangsu	32 01N - 118 47E	1st
Taichow (See Taihsien)			
Taihsien (Taichow)	Kiangsu	32 29N - 119 55E	2nd
Taikang West	Honan	34 05N - 114 43E	ELG
Tailing (See Suikai)			
Tainiu (See Tamniu)			
Taipingcheung	Kwangtung	23 26N - 113 27E	ELG
Taipingshih (See Singyueh)			
Tai Sha Tau (See Kuper Island)			
Taiyuan (See Yangku)			
Taiyuan South (Yangku South)	Shansi	37 47N - 112 34E	2nd
Takian Shan (See Tsingtao/Takian Shan)			
Taknochuang	Kiangsu	34 18N - 117 16E	ELG
Takuotsun (See Shihkiachwang)			
Tamniu (Tainiu)	Kwangtung	19 46N - 110 46E	ELG
Tangchia (See Chungshan)			
Tanchuck	Kwangsi	23 27N - 110 35E	1st
Tangshan	Shantung	34 25N - 116 20E	ELG
Tangshan, N.W. (Tongshan)	Hopeh	39 40N - 118 10E	ELG
Tangshan, S.W.	Hopeh	39 35N - 118 10E	ELG
Tangyang	Hupei	30 52N - 111 41E	1st
Tangkiu (Tengkiu, Yulinkan)	Kwangtung	18 22N - 109 41E	ELG
Tanyang (Chu Chia Wang)	Kiangsu	32 00N - 119 34E	ELG
Taohsien	Hunan	25 33N - 111 32E	ELG
Tatsing Hochwang	Hopeh	39 10N - 118 45E	S.S.
Tatung (Dagu, Datun)	Anhwei	30 49N - 117 40E	1st
Tatung No. 1	Shansi	40 05N - 113 15E	ELG
Tatung No. 2	Shansi	40 05N - 113 14E	3rd
Tazang (See Tachang)			
Teian (See Teian)			
Tehchow (See Tehsien)			
Tehsien (Tehchow)	Shantung	37 27N - 116 17E	ELG
Tehwa (See Kiukiang East)			
Teian (Teian)	Hupei	29 31N - 115 45E	2nd
Tengkiu (See Tangkiu)			
Tien Ho (Lean Dog Hill, Milky Way)	Kwangtung	23 14N - 115 20E	1st
Tien Ho Satellite (See Canton/Tien Ho Satellite)			
Tientsin (Chang-Kuei- Chuang)	Hopeh	39 05N - 117 20E	2nd
Tientsin Golf Course	Hopeh	39 07N - 117 15E	ELG
Tientsin Satellite (Tung Chu Tze East)	Hopeh	39 08N - 117 18E	ELG
Tingyuan	Anhwei	32 33N - 117 37E	ELG
Tinghai (Chusan Island, Yungtungshiang)	Kiangsu	30 02N - 122 06E	2nd
Tingka (See Loiwang Factory)			
Tolun (Dolor Nor)	Chahar	42 10N - 116 25E	ELG
Tongka (See Chungshan)			

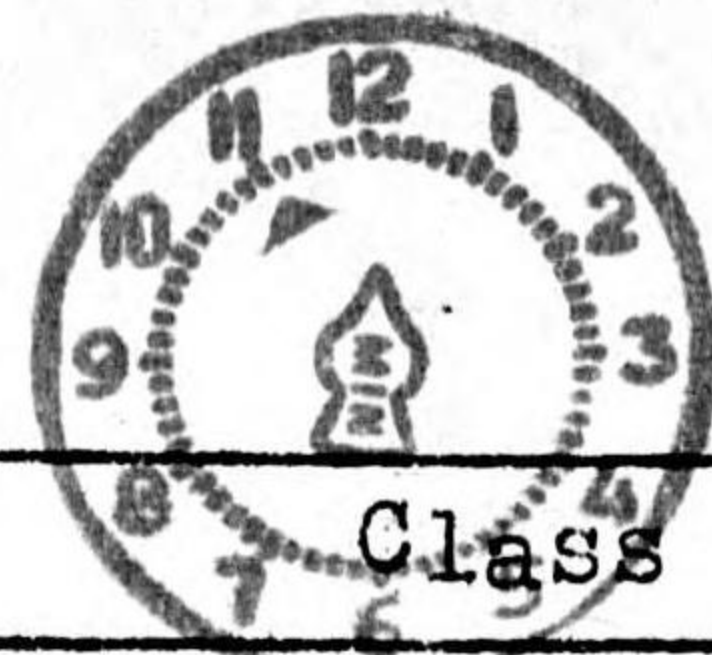
CONFIDENTIAL

CONFIDENTIAL

Name	Province	Co-ordinates	Class
Tongkawan (See Chungshan)			
Tong Shan (See Tangshan, N.W.)			
Tongto Isle	Kwangtung	22 02N - 113 42E	ELG
Totsai (See Hsihong South)			
Towhuti	Huuch	30 01N - 112 16E	ELG
Tsang Chu On (See Amoy/Tsang Chu On)			
Tsanghsien	Hopeh	38 19N - 116 52E	ELG
Tsangkow (See Tsingtao/Tsangkow)			
Tsang Ssu-Fou	Hupei	30 43N - 114 38E	U.C.
Tsangwu (See Wuchow)			
Tsaochow (See Hotseh)			
Tsao Chuang	Shantung	34 57N - 117 40E	ELG
Tsinan	Shantung	36 40N - 116 54E	2nd
Tsinan Satellite	Shantung	36 38N - 116 57E	3rd
Tsingchow	Shantung	36 40N - 118 16E	3rd
Tsingochin (See Ching Ho Yuan)			
Tsingkiang (See Kiangying)			
Tsingkiang Pu (See Hwaiyin)			
Tsingshan (Chinshin, Tsingshanshih)	Hupei	30 37N - 114 24E	2nd
Tsingshanshih (See Tsingshan)			
Tsingtao (Tuanto, Yunuisan)	Shantung	36 03N - 120 19E	S.S.
Tsingtao/Chung Hua Fu	Shantung	36 17N - 120 16E	3rd
Tsingtao/Liuting	Shantung	36 18N - 120 25E	3rd
Tsingtao/Strand Beach	Shantung	36 03N - 120 14E	S.S.
Tsingtao/Ta Kian Shan	Shantung	36 04N - 120 25E	3rd
Tsingtao/Tsangkow	Shantung	36 03N - 120 23E	2nd
Tsingyuan (See Paoting)			
Tsungning (Chungning)	Kiangsu	31 36N - 121 24E	ELG
Tuanfeng (See Hwangkang)			
Tuantang (See Ningpo)			
Tuanto (See Tsingtao)			
Tuchitou (See Linsiang Satellite)			
Tukitou (See Linsiang Satellite)			
Tumanya (See Ichang South)			
Tumenwu (See Ichang South)			
Tungcheng (Tungsiang)	Hupei	29 17N - 113 55E	ELG
Tungchow (See Tunghsien)			
Tung Chu Tze East (See Tientsin Satellite)			
Tunghai (See Haichow)			
Tunghiang	Chekiang	30 40N - 120 30E	ELG
Tunghsien (Tungchow)	Hopeh	39 55N - 116 39E	ELG
Tungkwan (See Shaohing)			
Tungling Chuen (See Canton/Whampoa)			
Tungming	Hopeh	35 18N - 115 08E	ELG
Tungshan	Hupei	34 17N - 117 10E	2nd
Tungshih	Hupei	30 24N - 111 47E	ELG
Tungsiang (See Tungcheng)			
Tungsu	Honan	34 40N - 114 23E	ELG
University (See Canton/Tien Ho Satellite)			
Waiyin (See Hwaiyin)			
Wampomao (See Lehwa)			
Wanchih	Anhwei	31 20N - 118 20E	3rd
Wanchuan No. 1 (Changpeh, Kalgan No. 1)	Chahar	40 50N - 114 50E	ELG
Wanchuan No. 2 (Kalgan No. 2)	Chahar	40 50N - 114 50E	ELG
Wangkiang	Anhwei	30 11N - 116 43E	ELG
Wanha New	Kwangtung	22 29N - 113 56E	ELG
Wanpamao (See Lehwa)			
Watlam	Kwangsi	22 38N - 110 07E	ELG
Weichow Toa Island	Kwantung	21 03N - 109 07E	3rd
Weih sien	Shantung	36 43N - 119 07E	ELG

CONFIDENTIAL

CONFIDENTIAL



Name	Province	Co-ordinates	Class
Wenchow North	Chekiang	28 07N - 120 36E	ELG
Wenchow South	Chekiang	28 01N - 120 40E	ELG
Wengkiapu (See Hangchow No. 3)			
Whampoa (See Canton Whampoa)			
White Cloud (See Canton/White Cloud)			
White Cloud Satellite (See Canton/White Cloud Satellite)			
Woosung (Paoshan)	Kiangsu	31 25N - 121 28E	2nd
Wuchang (Nanhu)	Hupei	30 34N - 114 22E	1st
Wuchang Satellite	Hupei	30 36N - 114 24E	1st
Wu Chia Kuan (See Hotsin)			
Wuchin (See Wutsin)			
Wuchow (Tasangwu)	Kwangsi	23 26N - 111 27E	ELG
Wuhu	Anhwei	31 22N - 118 23E	ELG
Wukiawang (See Suihsien)			
Wulipu (See Quemoy Island)			
Wutsin (Changchow, Wuchin)	Kiangsu	31 40N - 119 55E	ELG
Wuyang	Honan	33 26N - 113 38E	ELG
Wuyi	Chekiang	28 52N - 119 55E	ELG
Yachiaoling (See Ichang South)			
Yangchu (See Yangku)			
Yangchuan	Shansi	37 51N - 113 30E	ELG
Yang Hsin (Yangsin)	Kiangsi	29 50N - 115 10E	ELG
Yang Hwei (See Haichow)			
Yangku (Hsintsun, Taiyuan, Yangchu)	Shansi	37 50N - 112 24E	1st
Yangku South (See Taiyuan South)			
Yanglinchi (See Yungmeng)			
Yanglinkai	Hunan	29 02N - 113 35E	U.C.
Yangsin (See Yanghsin)			
Yangwu	Honan	35 02N - 113 58E	ELG
Yellow River Bridge	Honan	34 59N - 113 33E	3rd
Yencheng No. 1	Honan	33 35N - 114 03E	ELG
Yencheng No. 2	Honan	33 34N - 114 04E	ELG
Yenchou	Shantung	35 35N - 115 54E	ELG
Yenshih East	Honan	34 42N - 113 07E	ELG
Yingcheng	Hupei	30 55N - 113 31E	3rd
Yingshan	Hupei	31 37N - 113 43E	ELG
Yochow (Kwanyinchow, Pailoshih, Pehloshih, Yoyang, Yuchyang)	Hunan	29 21N - 113 06E	ELG
Yoyang (See Yochow)			
Yuanchu (See Yuanku)			
Yuanku (Yuanchu)	Shansi	35 02N - 111 45E	ELG
Yuchyang (See Yochow)			
Yuhsien	Hunan	27 05N - 113 04E	ELG
Yulinkan (See Tankiu)			
Yulinpao	Chahar	40 50N - 114 55E	3rd
Yungcheng (See Yungcheng "c")			
Yungcheng "A" (Anyi)	Shansi	35 08N - 110 57E	ELG
Yungcheng "B"	Shansi	35 01N - 110 51E	1st
Yungcheng "C" (Yungcheng)	Shansi	35 01N - 110 55E	1st
Yungchi (See Puchou No. 1)			
Yungtsi (See Puchou No. 1)			
Yungtungshiang (See Tinghai)			
Yungmeng (Yanglinchi)	Hupei	31 00N - 113 40E	ELG
Yunuisan (See Tsingtao)			
Yushan Island	Chekiang	28 52N - 122 15E	ELG
Yutze	Shansi	37 39N - 112 47E	3rd
Yutzu (Yutze) (See Yutze)			

SUPPLEMENTAL LIST

Fen Yang	Shansi	37 21N - 111 50E	ELG
----------	--------	------------------	-----

CONFIDENTIAL

~~XXAF~~

CONFIDENTIAL

K-77186

Headquarters Twentieth Air Force	
Chief of Staff	
Deputy C/S	
A-2 Chief Operations	
A 1	
Date	

HEADQUARTERS
XX BOMBER COMMAND
INTELLIGENCE SECTION
APO 493

26 September 1944

ENEMY AIRFIELD REPORT NO. 2

FORMOSA
(and Pescadores)

1. This enemy airfield report lists all known and probable enemy airfields and seaplane facilities on Formosa and in the Pescadores Islands. Photo reconnaissance has verified most of the facilities listed but where ample evidence has been obtained relative to probable fields, these fields have been included in the report.

2. For a graphic representation of this list, see the attached map.

Name	Class	Co-ordinates
------	-------	--------------

FORMOSA:

Anpin	SAA	23 01N - 120 09E
Choshu (Keishu)	2nd	22 30N - 120 31E
Eiko (See Tainan Satellite)		
Eikosho (See Tainan Satellite)		
Einansho (See Tainan)		
Gaishatei	SAA	23 52N - 120 55E
Garanbi (Probable)	SAA	21 55N - 120 50E
Giran (Probable)	2nd	24 45N - 121 44E
Heito	1st	22 40N - 120 28E
Heito North (Under Construction)		22 42N - 120 28E
Hozan (Kosho)	3rd	22 38N - 120 23E
Ikegami (Under Construction)	-	23 07N - 121 10E
Itahashi	2nd	25 01N - 121 28E
Kagi	1st	23 27N - 120 23E
Kagi (Dummy)	ELG	23 24N - 120 27E
Karenko (Probable)	1st	24 02N - 121 37E
Karenko	SAA	23 57N - 121 36E
Kato	2nd	22 25N - 120 34E
Kato	S/S	22 27N - 120 27E
Keelung (Kiirun)	3rd	25 09N - 121 46E
Keelung	SAA	25 09N - 121 45E
Keishu (See Choshu)		
Kiirun (See Keelung)		
Kobi (Under Construction)	-	23 44N - 120 25E
Koko	3rd	24 52N - 121 02E
Kongkuan (See Toyohara)		
Kosho (See Hozan)		
Koshun	2nd	22 02N - 120 43E
Kotosho	3rd	22 03N - 121 32E
Kuputsua (Under Construction)		23 24N - 120 16E
Matsuyama	1st	25 04N - 121 33E
Okayama	1st	22 47N - 120 15E
Pinan (Probable) (See Taito)		
Reigaryo (Takao)	1st	22 36N - 120 18E
Reigaryo	SA	22 35N - 120 18E
Rokko (Probable)	2nd	24 03N - 120 26E

File No. 686.9

CONFIDENTIAL

Name	Class	Co-ordinates
Sawarage (See Toyohara)		
Shinchiku	1st	24 50N - 120 58E
Shinko (Probable)	3rd	23 25N - 120 09E
Suoko	3rd	24 35N - 121 51E
Taichu	1st	24 09N - 120 39E
Taien (Daien) (Under Construction)		25 03N - 121 14E
Taihoku	3rd	25 02N - 121 30E
Tainan (Einansho)	1st	22 57N - 120 12E
Tainan	SA	23 02N - 120 07E
Tainan Satellite (Eiko, Eikosho)	2nd	23 02N - 120 14E
Tainan North	3rd	23 01N - 120 12E
Taito (Pinan) (Probable)	3rd	22 47N - 121 05E
Takao (Under Construction)	-	22 35N - 120 35E
Takao	S/S	22 33N - 120 19E
Tamsui	S/S	25 11N - 121 25E
Toko (See Kato S/S)		
Toseki	3rd	23 29N - 120 09E
Toyohara	1st	24 13N - 120 38E
<u>PESCADORES:</u>		
Bako (Probable)	S/S	23 30N - 119 35E
Chonosui (See Sekisan)		
Chiyobusui (See Sekisan)		
Kaimo-U	3rd	23 34N - 119 34E
Mako	S/A	23 33N - 119 34E
Risei Kaku	ELG	23 33N - 119 41E
Sekisan (Chonosui, Chiyobusui)	3rd	23 31N - 119 35E
Yenchou Bay (Probable)	SAA	23 31N - 119 33E

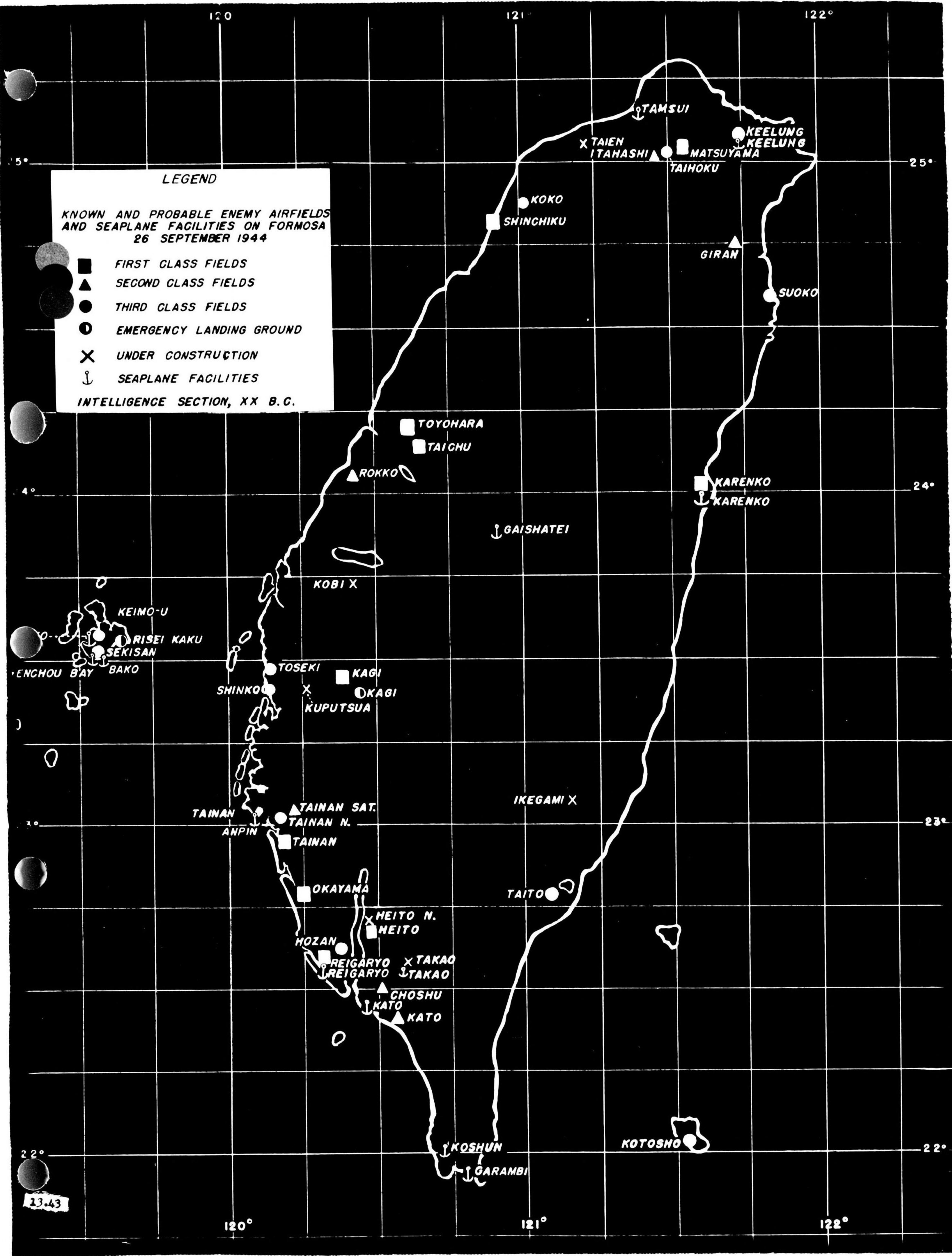


LEGEND

**KNOWN AND PROBABLE ENEMY AIRFIELDS
AND SEAPLANE FACILITIES ON FORMOSA
26 SEPTEMBER 1944**

- FIRST CLASS FIELDS
- ▲ SECOND CLASS FIELDS
- THIRD CLASS FIELDS
- EMERGENCY LANDING GROUND
- ✕ UNDER CONSTRUCTION
- ⚓ SEAPLANE FACILITIES

INTELLIGENCE SECTION, XX B.C.



13.43

CONFIDENTIAL

WA

Headquarters Provisional Air Force	
Chief of Staff	
Chief G/S	
A-3 General Operations	
A. S.	
PERSONNEL	

ADDITIONS AND CORRECTIONS TO
PROVISIONAL AIRFIELD LIST
JAPAN

2d EDITION, 12 JULY 1944

Note: This list has been prepared on special request. Owing to the limitation of time, only additions and corrections of a major nature are included. The word "New" in parentheses under the name of a field indicates that the field has been reported since the compilation of the list of 12 July 44. "Additional data" indicates that recent information has been added. "Changes in data" means that the information in the original list has been changed in whole or in part.

PREPARED IN OFFICE OF ASSISTANT
CHIEF OF AIR STAFF, INTELLIGENCE,
WASHINGTON, D. C., BY COMBINED
PERSONNEL OF U. S. AND BRITISH
SERVICES FOR THE USE OF ALLIED
FORCES

Compilation date: 19 Oct. 44

File RAG 350.09

05-3376, AF

CONFIDENTIAL

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Ainoura - IG Kyushu I. (new IG)	33 10 N, 129 40 E (approx) Reported to be near Ainoura, which is on Ainouragawa about $3\frac{1}{2}$ mi. NW of Sasebo.	Reported training and patrol center. 2E-Rcn. seaplanes and F's used. (Mar. 44.)
Ainoura - S Kyushu I. (new S)	33 10 N, 129 39 E (approx) Reported to be in Ainoura (bay), which is about $4\frac{1}{2}$ mi. WNW of Sasebo.	Reported training and patrol center. 2E-Rcn. seaplanes and F's used. (Mar. 44.)
Akaogi - S Amamio I., Ryukyu Is. (new S)	28 25 N, 129 38 E Just N of Akaogi, which is on narrow neck of land on NE tip of Amamio I., at S end of Kasari-wan, just N of Akaogi A/D.	Ample runs. Reported S with complete facilities.
Akashi - IG Honshu I. (changes in data).	34 39 N, 134 58 E (approx) About $1\frac{1}{4}$ mi. NW of Akashi, between Sanyo RR and Harima Sea, just W of Akashi a/c factory; $3\frac{1}{2}$ mi. NW of N tip of Awaj I.; about $11\frac{1}{2}$ mi. W of Kobe.	Reported area: 15840' x 3960'. Ground being leveled (1940). Hangars. Used by 2E trainers. Reported u/c 1939 and 1940. (July 44.)
Akenogahara - A/D Honshu I. (changes in data).	Just N of Ohata and just NE of Ujiamada/Matsuzaka road and RR, on SW shore of Ise-wan; 2 mi. W of Miya-kawa; $3\frac{1}{2}$ mi. NW of Ujiamada; $3\frac{3}{4}$ mi. W of Ominato.	Reported irregular. Grass, reported well-drained and a/w, dusty in summer. Max. runs reported (approx): 6000' NW/SE, 3600' NE/SW A/D bldgs. to S otherwise approaches excellent. Limited extensibility. Underground fuel storage reported to SW; 4 hangars, 4 shops; barracks; HQ bldgs.; complete repair and storage; radio, telephone; meteor. stn.; night-landing facilities; MG ammunition and bomb storage concrete bldg., MG range behind bldgs. Capacity: 48/60 HB. This military A/D was used by Akeno Air School for combat and gunnery training. Also reported used for Fighter a/c training. (Oct. 42.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Akkeshi North - S Hokkaido I. (new S)	43 03 N, 144 51 E 2 mi. N of Akkeshi and just S of Shinryu, off peninsula extending into Akkeshi Bay; 3 mi. SW of Agricultural Experimental Farm.	Ample runs. Reported capacity: 15 a/c. Akkeshi LG to S. (Aug. 43.)
Asahigawa - LG Hokkaido I. (changes in data).	43 48 N, 142 22 E On parade grounds 1 3/4 mi. N of Asahigawa, which is a road and RR junction; just NNE of confluence of Chubetsu and Ishikari Rivers; 17 mi. ENE of Fukagawa.	4050' NE/SW x 2700' NW/SE. 1:50,000 chart shows area 5000' x 3000' (approx). Extensible to SE. Bldgs. on NW, NE, and SW sides. Hills 2 mi. to NW and 3 mi. to SW. Large barracks area on 3 sides. Capacity: Normal, 12 F's; emergency, 24 F's. Roads to Asahigawa on S and to Nayotoon on N. Spur line to Hakodate RR; Soya main line RR about 1 mi. E. (Oct. 42.)
Ashiya - A/D Kyushu I. (new A/D)	33 53 N, 130 39 E 1/2 mi. SW of Ashiya, just W of Onga River mouth and just N of Ashiya/Akama road; about 2 1/2 mi. N of Yamaga; 9 mi. W of Yawata; 13 mi. W of Kokura.	Rectangular: 6100' x 5000'. Extension in progress at SE and SW corners. Rolled turf, well graded; a/w. Max. runs: 5600' NW/SE, 5600' E/W (being extended 1500'). A number of revetments on W boundary. Fuel believed available, 9 hangars at NE corner, numerous bldgs., workshops reported. Ammunition storage motor depot. Good road to Yawata. Believed constructed in 1942 as army A/D for defense of Shimonoseki area. 106th Air Training Reg. located here. (Oct. 44.)
Bettobu Lake - LG Shimushu I., Kurile Is. (new LG)	50 45 N, 156 15 E At SW side of Bettobu Lake; 1 1/2 mi. from NW coast; about 2 mi. NE of Kataoka A/D; 2 3/4 mi. SE of Imai Zaki.	Graded. Strip (u/c): 3700' x 330' N/S (extensible to N). No installations evident. Good road to Kataoka A/D about 2 mi. SW. (Sept. 44.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Bihoro - A/D Hokkaido I. (changes in data).	43 48 N, 144 11 E 4 mi. ESE of Bihoro, adja- cent to branch a/c fac- tory, just E of Bihoro (Kemichiyaru) River, in NE Hokkaido I.; about 6 3/4 mi. S of Memambetsu and Abashiri Lake; 10 1/2 mi. SE of Hiushinai.	Reported 6600' x 1500'. Extensi- bility appears unlimited. V-shaped runways: 2500' NW/SE (approx), 2200' NE/SW (approx), a 3d runway appears u/c in photos, concrete runway 4265' x 229' ENE/- WSW reported but unconfirmed. Radio towers, tall chimney, and bldgs. at SW corner. Taxiways connect runways to shop and hangar areas. Radio facilities available, 3 han- gars, barracks, HQ bldg., repairs probably available at NW corner and at a/c factory. Adjacent to road to Bihoro and other parts of island. RR connections at Bihoro. Suitable for LB's. Operational base and home base of Bihoro Naval Air Unit. Considerable construction evident in photos. Reported sum- mer use only. (Apr. 44.)
Chiba - IG Honshu I. (new IG)	35 36 N, 140 07 E (Chiba) 5 mi. S of Chiba, near Ya- hata.	Irregular: 8200' all directions. Hangar area, 20160 sq. m.; quarters for 1063 men. U/c; to be completed Apr. 45. Home base of Chiba Air Group. (Sept. 43.)
Chitose - A/D Hokkaido I. (changes in data).	42 48 N, 141 40 E 1 1/2 mi. SE of Chitose (Tu- masa) and Chitose River, between Muroran Highway and RR; 6 3/4 mi. SE of Izari; about 12 1/2 mi. N of Tomakomai.	Reported 4500' x 1500'. Extensible to NW and SE. L-shaped runways: 3900' each (ap- prox); asphalt with turning cir- cles. Radio towers, tall chimneys, and bldgs. at NW corner. Taxiways connect ends of runways to hangar and factory area.
Fukae I./Taman- oura - IG. Fukae I., Kyushu I. (new IG)	32 37 N, 128 37 E Coordinates given place L.G. at SW end of Fukae I.; about 1 1/2 mi. S of Tamanoura; about 1 mi. E of Ose-saki. U/c. (Oct. 44.)	Radio available, 7 hangars (2 large); barracks, adm. bldg., 2 large camouflaged possible ammu- nition storage or bomb shelters, re- pairs at a/c factory. Adjacent to Muroran Highway and electric tramway on SW and RR on NE. Reported suitable for all types of a/c. Operational base and home base of Chitose Naval Air Unit. Branch a/c factory. (Apr. 44.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Fukuoka/Imajiku - A/D Kyushu I. (changes in data)	33 35 N, 130 15 E 8½ mi. W of Fukuoka and 1 ¾ mi. WNW of Imajiku, just N of Imajiku/Motooka road and just S of inlet; ½ mi. N of Fukuoka/Ibamoto RR.	Rectangular: 1990' x 1920' NW/SE (being enlarged to 5310' x 4425'). Turf, drainage. Runways in triangle: 4900' x 310' NNW/SSE (nearly complete); 4425' x 310' NNE/SSW (usable); E/W dimensions unknown (10% sur- faced). 3 hangars, control tower, 4 shop bldgs. No defenses or radio visible on photo. Road, RR. Harbor facilities inadequate. Apparently old established field. 6 SE a/c, probably trainers, present June 44. (Oct. 44.)
Fukuoka/Imazu - ELG Kyushu I. (new IG)	33 36 N, 130 15 E Reported to be on beach 9 mi. W of Fukuoka and just NW of Imazu; 1 mi. N of Fukuoka/Imajiku A/D.	Strip (u/c): 2800' x 290' NW/- ESE. (Oct. 44.)
Fukuoka/Najima - S Add "No. 1" to name Kyushu I.	33 39 N, 130 24 E	
Fukuoka/Najima No. 2 - S Kyushu I. (new S)	33 40 N, 130 26 E On E side of Fukuoka Bay, about 5 mi. NNE of Fukuoka, and ½ mi. NW of Fukuoka/- Najima No. 1 S.	3 large hangar-type bldgs. in reclaimed land area; what ap- pears to be a/c assembly plant N of a ramp. 7 small a/c on ramp 6 Oct. 44. (Oct. 44.)
Fukuoka/Saito Point - IG Kyushu I. (additional data)	33 39 N, 130 21 E	Appears too rough to be usable. 44 small a/c visible, possibly dummies. May be a dummy field. (Oct. 44.)
Fukushima - IG Kyushu I. (new IG)	33 13 N, 130 33 E (approx) Reported NW of Fukushima, which is 8 mi. SSE of Kurume.	Probably L.G. u/c. (Oct. 44.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Goi - S Honshu I. (change in data)	35 32 N, 140 05 E 1 mi. N of Goi, just E of Yato-gawa; 1 1/4 mi. W of Chiba/Kisarazu coast road and RR; 1 3/4 mi. WSW of Yahata; 5 1/2 mi. SSW of Chiba.	Ample runs. Quarters for 1535 men. Hangar area, 11,340 sq. m. Reported to be ready for operational use by flying boats and Recco. seaplanes by Apr. 44. Home base of Goi Air group. (Sept. 43.)
Hamamatsu - A/D Honshu I. (additional data)	34 45 N, 137 42 E	Revetments constructed. Radio, telephone; permanent night-landing equipment; repair shops, barracks. Capacity: 24/36 HB's or 36/48 MB's. Road connection to Hamamatsu on main RR.
Haneda - A/D Honshu I. (additional data)	35 33 N, 139 46 E	3280' E/W x 2034' N/S. Fuel; telephone, telegraph, control tower, compass swinging base; meteo. stn., floodlights, obstruction lights; 7 hangars, shops, admin. bldgs., a/c factory. Passenger, mail, and freight service. Good roads to Tokyo and Yokohama. (Jan. 44.)
Hitoyoshi - IG Kyushu I. (additional data)	32 14 N, 130 45 E (town) Near Hitoyoshi, which is just E of junction of Yunomae and Hisatsu RR's; 11 mi. WSW of Menda.	3930' x 3930'. Reported L.G. to be operational Feb. 44. Existence but not exact location confirmed. Maintenance training unit. (Sept. 43.)
Ie I. - A/D Okinawa I., Ryukyu Is. (additional data; formerly on Supplemental List)	26 43 N, 127 47 E In central part of Ie-shima, just ENE of Ie town; about 6 1/2 mi. from W coast of Okinawa I.	Runways (hard-surfaced): 5200' x 160' (extensible to 10,200'), 5000' x 160' (extensible to 9000'), 4300' x 160' (extensible to 7800'). Excellent dispersal, mostly small and medium revetments. Limited servicing facilities. Reported u/c in 1943. Apparently well established 1st class A/D. (Oct. 44.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Iriomote I./- South - LG. Iriomote I., Ryukyu Is. (new LG)	24 16 N, 123 52 E Coordinates place LG on small plateau on SE tip of Iriomote I., just W of Na- kama-wan, about halfway between Nakama and Haemi.	3500'-3000' length (max.). Parallel ditches have been dug for about 2500'; local grading appears to have been done. Probable L.G. u/c. (Oct. 44.)
Ishigaki I. North - LG. Ishigaki I., Ryukyu Is. (new LG)	24 28 N, 124 15 E (approx) Coordinates place LG on NE coast of Ishigaki I., 1 mi. NNE of Inoda; about 2 $\frac{1}{4}$ mi. NNE of Ishigaki I. South A/D.	2 V-shaped strips that appear un- surfaced: unknown x 175' N/S, un- known x 175' NW/SE. Just visible through cloud. (Oct. 44.)
Ishigaki I. South - A/D. Ishigaki I., Ryukyu Is. (new A/D)	24 26 N, 124 14 E Coordinates place A/D 1 $\frac{1}{4}$ mi. from E central coast of Ishigaki I.; 1 $\frac{1}{2}$ mi. SSW of Inoda; about 2 $\frac{1}{4}$ mi. SSW of Ishigaki I. North L.G.	Runway (hard surfaced): 5700' x 350' N/S (extensible to 8200') Strip: 3000' x 300' (approx) NW/SE. F and B revetments with additional dispersal u/c. 16 A/A guns. 1 L, 1 M, and 6 small a/c visible. 1st-class A/D u/c. (Oct. 44.)
Itami - A/D Honshu I. (additional data).		Radio, D/F, telephone, telegraph; floodlights; 2 hangars; windsock. Believed to have full facilities. NW of road and RR to Osaka and other parts of island. Reported being considered for en- largement for military purposes in 1939. Civil airfield. (Sept. 44.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Iwakuni - A/D Honshu I. (additional data)	34 09 N, 132 04 E	Macadamized runways reported. Believed not extensible. A/D bldgs. and radio masts to S. Area 3280' x 2624' reported concrete. Dispersal areas. Fuel; radio sta., control tower, telegraph, teletype, telephone; meteor. sta.; 8 hangars; repair unit and shops; barracks; numerous bldgs. Capacity: 48/60 MB's. Road and RR to Hiroshima. (June 44.)
Iwo I./Minami - A/D Bonin Is., Iwo I. (additional data)	24 47 N, 141 19 E In central Iwo I., 3/4 mi. WNW of Minami; 1 mi. SSE of Nishi; about 1 mi. NE of Iwo I./Suribachi Yama A/D; about 2 3/4 mi. NNE of Suribachi Yama (544') and Tobiishi Cape.	Runways u/c: (1) 5225' x 210', including turning circles, NE/SW (crushed rock, with 3000' surfaced Aug. 44); (2) 4225' x 200' E/W (cleared only, June 44). Crushed-rock loop taxiway (5600' x 40-70') connects SW ends of both runways with NE runway (1). Taxiway 1200' long u/c will connect central and N parts of (1). Cross taxiway connects runways at NE. 16 a/c revetments, 3 truck revetments; taxiways to Iwo/- Suribachi Yama A/D, where there is fuel storage. Radio-weather sta., radar; searchlight; shops, repair bldgs. Underground ammunition storage; heavy AA; revetted range-finder. (Aug. 44.)
Iwo I./Moto Yama - IG Bonin Is. (additional data)	24 48 N, 141 20 E In N-central part of Iwo I., about 3/4 mi. NE of Iwo/- Minami A/D.	Strip: 4500' E/W (in early construction stages; 3000' surfaced Sept. 44.) 2500' x 200' outlined. AA, revetments, ammunition storage in surrounding area. U/c.. (Sept. 44.)
Iwo I./Suribachi Yama - A/D Bonin Is., Iwo I. (additional data)	24 46 N, 141 18 E At center of S part of Iwo I., 1 1/2 mi. NE of Suribachi Yama (544'); 3/4 mi. S of Nishi; 1 1/4 mi. SW of Minami; 1 3/4 mi. NNE of Tobiishi Cape; about 1 mi. SW of Iwo I./Minami A/D.	Runways in A-pattern: (1) 4900' x 250' NE/SW, (2) 4250' x 425' N/S, (3) 3000' x 275' NW/SE. Apron on N side of field. Dispersal on a 2nd apron, on areas parallel to runways, and in 4 revetments on N end of runway (1); 2 hangar-type bldgs. (100' x 100') NE of field. Taxiways to Iwo I./Minami A/D. Fuel storage; radio, D/F; warehouse, workshops, barracks. Hard-surfaced roads to beaches and boat-basins N and E. (Sept. 44.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Kagoshima - A/D Kyushu I. (changes in data)	31 33 N, 130 33 E 1 3/4 mi. S of Kagoshima, at mouth of Shin-kawa, on W coast of Kagoshima-wan, S end of Kyushu I., just E of Kagoshima/Futon road and Ibusuki RR and just SE of Korimotou; 3 mi. NNE of Taniyama.	Kagoshima field (irregular): 3280' (approx). Flat strip along coast. Reported to have all facilities. Sakura field (irregular): 4920' x 2130'. Important land and seaplane air base. Training and interceptor field. Kagoshima and Sakura units. Land trainers and carrier recce. (Jan. 44.)
Kakumabetsu - IG Paramushiru I., Kurile Is. (changes in data)	50 22 N, 155 33 E 2 1/4 mi. WSW of Kakumabetsu Bay, just E of Nishi River; on W coast of Paramushiru I.; 1/2 mi. W of Chie Lake; 1 1/4 mi. W of Mt. Mito; about 2 1/2 mi. SW of Daigo Cape.	Runway: 4000' x 135' NW/SE (3800' -x 130 paved). 6 revetments; 25 blast shelters; extensive taxiways; 2 cleared areas, underground hangars reported, barracks. Capacity: 40 F's, 30 2E B's. U/c. Army A/D. Operational July 29, 1944. (Sept. 44.)
Kannonji - IG Shikoku I. (new IG)	34 08 N, 133 41 E (town) Near Kannonji, which is on NW coast of Shikoku I.; W of Yoson RR; 1 1/2 mi. SW of Marugame.	5900' x 4920'. Hangar area: 28,520 sq. meters. Reported (Sept. 43) as being planned for completion in Sept. 45. Long-range F's; F's and B's, recce. a/c. (Sept. 44.)
Kataoka - A/D Shimushu I., Kurile Is. (additional data)	50 45 N, 156 12 E About 3/4 mi. NE of Kataoka, on SW corner Shimushu I.; about 1 mi. SSE of Imai Pt. and E of Kataoka Bay; 1 1/2 mi. SW of Lake Bettobu; 4 mi. NNW of Naga Pt.	L-shaped runways: 4700' x 250' NW/SE, 3850' x 250' NE/SW (being surfaced) 13 covered and 12 open revetments, 22 blast shelters, taxiways. 1 hangar, barracks-type bldgs. Capacity: 45 F's, 60 2E B's. Navy A/D. Operational Sept. 44. (Sept. 44.)
Katena - A/D Okinawa I., Ryukyu Is. (additional data)	26 23 N, 127 45 E Reported to be just NW of Katena (Yomitani township) and just E of Jina/Katena road, in river valley, in S part of Okinawa I.; 1 1/2 mi. SW of Jina; 2 mi. E of W coast; 13 mi. NNE of Naha.	Runways: 4500' x 200' N/S (extensible to 7500'), 4500' x 150' (approx) E/W, 4000' x 250' (approx) NE/SW. Excellent dispersal, with F and B revetments. Adm. and small servicing area. 1st class Navy A/D. (Oct. 44.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Katena Satelite - A/D. Okinawa I., Ryukyu Is. (new A/D)	26 25 N, 127 47 E About 2½ mi. S of Katena on W coast of Okinawa I.; about 1 mi. E of Togeshi; about 1½ mi. NW of Jina; about 15 mi. NNE of Naha.	Runway (hard-surfaced): 4400' x 250' (extensible to 8900'). Excellent dispersal, with mostly small revetments. Very limited servicing facilities. Probably auxilliary of Katena A/D (Oct. 44.)
Kikai I. - IG Ryukyu Is. (new IG)	28 20 N, 129 59 E Reported to be on SW end of Kikai-shima (7 mi. long), which is just E of NE end of Amamio-shima.	One strip. Limited repair facilities. Reported military L.G.
Komatsu - A/D Honshu I. (new A/D)	36 23 N, 136 25 E 1½ mi. SW of Komatsu on N end of Imae To; 2½ mi. E of coast.	Crossed runways N/S and E/W. Hangar area, 11,232 sq. m.; living quarters to NE. F's and land patrol a/c. Operational Sept. 44.
Komatsushima - S Shikoku I. (new S)	34 00 N, 134 36 E Reported to be just SE of Komatsushima, E of RR on W side of Komatsushima Ko; 4 mi. SSE of Tokushima IG.	Ample runs. Reported ELG adjoins. Hangar area, 5500 sq. m. Recce. seaplanes and pilot training. Operative prior to Sept. 43. Reported small Naval base, home of Komatsushima Naval Air unit. (Sept. 43.)
Kuji - S Amamio I. Ryukyu Is. (new S)	28 13 N, 129 15 E At Kuji (naval supply center), which is near base of peninsula on SW end of Amamio I.; 2 mi. S of Nagara; 18 mi. SW of Maze.	Ample runs in bay. Reported seaplane base. (Oct. 44.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Kumagaya - A/D Honshu I. (changes in data)	36 09 N 139 18 E 5 mi. WNW of Kumagaya; 1 mi. N of Kumagaya/Minamo road and RR and Tone-gawa; 2 mi. SW of Kumagaya/Takasaki road and RR; 2 mi. SSE of Fukaya; 63 mi. NW of Tokyo.	6000' x 5400'. Appears extensible. Thinly turfed sandy loam, high, level, well drained; a/w, but top surface inclined to cut in wet weather. Runway: 5700' in 1941. Radio masts and A/D bldg. Radio, telephone; 5 double hangars, repair shops; barracks for 400 men; bldgs. All facilities reported. A/c factory here. HB's have been observed here. Army flying training school on opposite side of N/S RR line. (Oct. 42.)
Kurabu Cape - A/D Paramushiru I., Kurile Is. (additional data)	50 01 N, 155 24 E 3/4 mi. N of Kurabu Cape at extreme SE tip of Paramushiru I.; about 1/4 mi. W of O Point; 3/4 mi. W of Raisha; 3 mi. S of Suchetobu Lake.	Runways: 4900' x 170' NNE/SSW, 4700' x 170' E/W. 39 revetments, 60 blast shelters, extensive taxiways. Radio, 10 hangars, storage and barracks bldgs: Capacity: 45 F's, 60 2E B's. Navy A/D. Operational Sept. 44. (Sept. 44.)
Kurume West - IG Kyushu I. (new IG)	33 18 N, 130 25 E Reported to be about 5 3/4 mi. WSW of Kurume, which is 17 mi. SSE of Fukuoka; 17 mi. NNE of Omuta.	Oblique photos show A/D in early stages of construction. (Oct. 44.)
Kushimoto - S Honshu I. (new S)	33 28 N, 135 47 E (approx) Just E of Kushimoto, just N of Shionomisaki and of lighthouse in harbor, and just W of Mineji, which is on O Shima.	Ample runs in O Shima Wan. Reported Naval air base, operational prior to Sept. 43. Recce. seaplanes. (Sept. 44.)
Kushiro - IG Hokkaido I. (changes in data)	43 01 N, 144 25 E 2 1/4 mi. N of Kushiro, just N of intersection of Yubetsu and Semmo RR's, just W of Uri River and E of Kyuakan River; about 16 mi. ESE of Shitakara.	Small. Extensible to N, S, and E. No facilities. Adjacent to road and canal on NW. About 1 mi. from Yubetsu and Semmo RR's. Former civil field taken over by Navy. Believed suitable for F's. (Oct. 42.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Kutsuo - A/D Kyushu I. (changes in data.)	33 42 N, 131 02 E Reported to be 2 mi. SSE of Kutsuo and 3 mi. S of Kutsuo S, on coast, apparently just NE of Inado; 1½ mi. E of Yukuhashi/Nakatsu road and RR; 16½ mi. NW of Nakatsu.	Square: 5200'. Sod. Servicing apron. 9 large hangars or workshops; about 14 other bldgs. Possibly 70 small a/c, small- scale photo does not per- mit definite identifica- tion. 1st-class A/D. (Oct. 44)
Maizuru East - SS Honshu I. (New SS)	35 28 N, 135 23 E (approx) Reported to be 3¼ mi. NE of Maizuru; in inlet on E side of Maizuru-wan; about 1 mi. NE of Naka-maizuru.	2 slipways, Naval barracks, Naval arsenal adjacent. Harbor facilities. (Sept. 44.)
Matsuoji - ELG Honshu I. (new ELG)	35 27 N, 135 28 E Coordinates place ELG just S of Mikuni-Dake (Mt.); 5¼ mi. SW of Takahama; 8 mi. E of Maizuru. (Matsuoji not located).	1800' E/W x 1350' N/S. Fuel storage, 4 hangars, barracks. (Oct. 44.)
Matsushima - LG Honshu I. (changes in data.)	38 24 N, 141 13 E Believed to be 9 mi. ENE of Matsushima, on coast of Ishi- machi Bay; 3 mi. NE of Naruse River mouth; about 8 mi. W of Tohoku RR.	Area shown u/c in photo: 7040' x 5280' NE/SW (approx) Reported as A/D or SS. Un- dated photo shows possible A/D in early stages of con- struction. Probably one of the more important Naval air depots. (Oct. 42.)
Minami Daito - LG Daito I. Ryukyu Is. (additional data; formerly on Supplemental List)	25 50 N, 131 14 E (approx) Reported to be on filled-in land just SE of Ikenosawa; in S-central part of Daito I., bordered on S by island cir- cuit RR.	T-shaped. Runways in V: 2700' x 220'; 2200' x 220'. Reported military LG. (Sept. 43.).

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Misawa - A/D Honshu I. (additional data)	40 42 N, 141 25 E Just NE of Misawa, between main N/S road and coast; 1 1/4 mi. SSW of Sabushiro; 4 mi. NE of Furumaki and Furumaki/Nohejhi RR; about 16 mi. NNW of Hachinohe.	Max. run 6600'. Strips in triangle (hard-packed turf, firm): 5520' x 335' NE/SW (approx), 5280' x 335' WNW/ESE (approx), 5100' x 335' NNW/SSE (approx). Extensible. Hangar and bldgs. at N end. Taxiways, revetted parking areas, surfaced apron. 4 large and 2 small hangars, 2 barracks areas, numerous bldgs., shops, possibly supply bldgs. About 4 mi. E of RR at Furumaki. Branch a/c depot. Home base of Misawa Naval Air Unit, believed composed of MB's. One of more important fields of N Honshu. (Oct. 42.)
Miyakonojo - A/D Kyushu I. (additional data)	31 44 N, 131 03 E	Reported rectangular: 3280' x 2296' (approx) E/W. Formerly L-shaped: 2100' x 990' E/W. Runway: 3280' E/W. 2 hangars, barracks, (about 50 2-story bldgs. housing 8000 men.) Training and parade grounds. (Oct. 42.)
Miyazaki - LG Kyushu I. (additional data)	31 55 N, 131 25 E	4 runways: 4920' x 328' E/W, 4260' x 328' NW/SE, 3930' x 260' E/W, 3930 x 260' NW/SE. Hangar area, 8400 sq. m. (Oct. 42.)
Miyazaki/- Oyodo - LG Kyushu I. (new LG)	31 53 N, 131 27E 2 mi. SE of Miyazaki and just S of Oyodo-gawa; about 1 mi. N of mouth, just N of Tsuyabaru.	Reported u/c 1942. (May 44.)
Mobara - ELG Honshu I. (new LG)	35 25 N, 140 18 E Reported to be at Mobara, which is 6 1/2 mi. E of coast; 5 mi. NW of Ichinomiya; 16 mi. SSE of Chiba.	Rectangular: 1500' x 1450' (probably N/S). 2 hangar areas. Naval Air Base. (Sept. 43.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Moyoro Bay - SAA Paramushiru I., Kurile Is. (now SAA)	50 12 N, 155 16 E In Moyoro Bay at mouth of Moyoro-gawa, just W of Moyoro, on SW tip of Para- mushiru I.; about 4 mi. S of Hurotsu Zaki; 9 mi. N of Kapari Pt.	(July 43.)
Murakami Cape - IG. Shimushu I., Kurile Is. (now IG)	Reported to be 5 mi. SW of Murakami Zaki; between it and Kokutan Zaki (N tip of Shimushu I.), just S of Mitsu Rock; 3/4 mi. NE of Toyoshiro-gawa; 2 1/2 mi. NE of Kodomari Zaki.	Strip NNE/SSW (200' visible); second strip parallel and slight- ly N. (June 44.)
Nagasu - A/D (formerly Ya- nagigaura). Kyushu I. (additional data)	33 33 N, 131 21 E 1 1/2 mi. SW of Nagasu, on W bank of Yakkan-gawa, just E of Nagasu/Usa road, just S of Nagasu/Moji RR and just SW of Yanagigaura RR stn.; about 2 mi. NNE of Usa; 5 mi. W of Takata.	Runway N/S hard-surfaced. 6 large hangars, numerous bldgs. 1st-class military A/D. Reported as home base of Usa Naval Air Unit. 75 to 80 different types of a/c seen here. (Oct. 44.)
Nagoya - A/D (formerly Nago- ya North). Honshu I. (additional data)	6 1/2 mi. SSW of Nagoya, on W side of Nagoya Hbr. on re- claimed land just E of Shonai-gawa mouth and just W of main breakwater on waterfront; 1 3/4 mi. WNW of Ikada-gawa mouth; 10 mi. ENE of Kuwana.	Irregular: 6600' x 2700'. Sparse grass, dusty. Believed limited extensibility. Runways (reported concrete): 6560' x 656' NE/SW, 5570' x 328' E/W, 4590' x 328' NW/SE. Hangars to S and NNE. All facilities reported available. Fuel; radio, radio control tower, telephone; boundary lights; 3 mod- ern hangars, repairs at field and at a/c and engine factories about 1 mi. NE. Good roads and RR to Nagoya, where there are telegraph and hotels. Capacity: 36/48 HB's. On commercial air line in 1938. Operated in conjunction with Na- goya S just S. Most important field near Nagoya. (Dec. 43.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Nagoya/Mitsubishi - ELG (formerly Nagoya; add Mitsubishi)	35 05 N, 136 54 E	
Naha Okinawa I., Ryukyu Is. (additional data)	26 12 N, 127 39 E	Good turf. Runways: (1) 4200' x 500' N/S, (2) 4000' x 450' NW/SE, (3) 4000' x 550' NE/SW. (1) and (2) hard surfaced and extensible to 5700', (3) probably rolled earth. Excellent dispersal F and B revetments. Taxiway, concrete service apron, 2 servicing areas. Fuel; radio, control tower; 1 large, 1 small hangar, repairs, barracks, quarters. Area to SE restricted. May have fuel and ammunition storage. 5" guns reported on hills to E. 14 AA guns. 59 small, 6 M and 4 large a/c. 1st class military A/D. Extension of field to S coast planned and coastal reefs being filled in. (Oct. 44.)
Naha Northwest - IG Okinawa I. Ryukyu Is. (now IG)	26 15 N, 127 42 E (approx) About 3 mi. NE of Naha on W side of Okinawa I.	Cleared strip: 3500' x 150'. No dispersal, bldgs., facilities or a/c visible. U/c. (Oct. 44.)
Nakamura - IG Shikoku I. (now IG)	34 08 N, 134 34 E Believed to be just NE of Nakamura; in rice-field area at delta of Yoshino-Kawa, which branches to N and S, E of Tokushima-Muya Highway; 3 mi. W of coast; 4 mi. SE of Muya; 5½ mi. N of Tokushima.	On filled ground. Reported approx. 1 mi. sq. Good road and RR connections. Completed about Feb. 42, when no hangars or other facilities were visible. Army L.C. reported, with seaplane base connected. (Sept. 44.)
Nakamura - SS Shikoku I. (now SS)	34 05 N, 134 35 E Believed to be at mouth of Yoshino-Kawa, just NE of Tokushima, SE of Awaji Highway connecting Tokushima with Muya.	Believed completed Feb. 42. Seaplane base reported, with small L.C. connected. (Sept. 44.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Nyuta - LG Kyushu I. (new LG)	32 14 N, 131 34 E (town)	New LG reported u/c here. (Mar. 44)
	Reported to be near Nyuta, which is $1\frac{1}{4}$ mi. SE of Tsuno; on Tomitaka/Akae coast RR; $8\frac{3}{4}$ mi. NNE of Takanabe.	
Obihiro - A/D Hokkaido I. (changes in data.)	42 53 N, 143 09 E $3\frac{1}{2}$ mi. SW of Obihiro; $2\frac{1}{4}$ mi. SW of prison and agricultural school; $2\frac{3}{4}$ mi. S of Nemuro RR and Ishikaridori road; 3 mi. W of Satsunai River; $3\frac{3}{4}$ mi. due S of intersection of Shikaribetsu and Tokachi Rivers.	7920' x 5280' (approx) Ex- tensible. Turf. may have been improved. Runway (concrete); 3000' N/S (approx)(extensible to 5000'); a cross 5000' run- way possible. 10 hangars, barracks, and shops at W edge. Road connec- tions to Obihiro. Nemuro main RR line $2\frac{3}{4}$ mi. N. Operational base and home base of Obihiro Naval Air Unit. Reported suitable for F's. (Oct. 42.)
Ochiai - ELC Karafuto I. (additional data.)	47 18 N, 142 48 E (approx)	Strip:(reported asphalt); 2625' E/W. Heavy fog; skis used in winter. 4 hangars at N side of strip. Semi-under ground bomb stor- age. Spur RR and road to Ochiai. Military ELC u/c Nov. 42; used for reconnaissance patrol. (Oct. 42)
Okazaki - LG Honshu I. (additional data.)	34 57 N, 137 10 E	Irregular: 4590' NW/SE x 5570' N/S. Bldgs area to NE. (Sept. 43)
Ominato - A/D Honshu I. (changes in data)	41 14 N, 141 08 E	Crossed runways (appear hard- surfaced): 2624' x 197' WNW/ ESE, 1968' x 164' ENE/WSW. Skis used Dec.- Mar. 5 hang- ars (area 7041 sq. m.), workshops, quarters, fac- ilities at Naval Sta. $\frac{1}{2}$ mi. NE.

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Omura - A/D Kyushu I. (changes in data).		4500' x 3665'. Sodded. 38 double and 40 single a/c revet- ments in fields to N, E, and S, with taxiways from most of them to perimeter track. 4 hangars, with servicing tarmacs, 2 large sheds (possibly hangars), and 10 large and 15 small workshops and bldgs. at SW corner; 3 hangars, 2 with servicing tarmacs, at SE corner; 2 small hangars and unidentified bldgs. still u/c at NE corner. Landing-T near hangars in SW. Road and RR connections good. Omura a/c factory just SE.
Omnokotan I. - IG Kurile Is. (new IG)	49 25 N, 154 45 E (approx) Reported to be 4 mi. NW of Otomari-saki; also re- ported midway between O- gawa and Tansai-saki (also called Inokai Cape), near E coast of Omnokotan I.	Possible strip (gravel) observed: 3000' N/S. Construction appeared to be in shape of triangle. (Sept. 44.)
Ota/Koizumi - IG Honshu I. (new IG)	36 16 N, 139 23 E About 1½ mi. S of Ota and 2 mi. NW of Koizumi, just NW of Koizumi Nakajima a/c plant and just N of re- cently extended RR from Koizumi; 1½ mi. S of Ota/- Nakajima a/c plant; 2½ mi. NNE of Tone River; about 6 mi. SSW of Ashikaga.	Rectangular N/S. Being enlarged in 1941. 2 hangars. Test field for new large Koizumi factory of Nakajima Hikoki K.K. (May 44.)
Sacki - A/D Kyushu I. (changes in data).	32 58 N, 131 55 E 1½ mi. ENE of Sacki, just NE of Mojima, on Me-shina, which is on S side of Sa- cki-wan with Nakayo River to W and Bansho River to E; about 12 mi. NW of Tsur- umi-zaki; 12½ mi. SE of Usuki.	5280' N/S x 3960' E/W (approx). Re- claimed land, extensive drainage. Reported extensible to include all of island (6000' x 2624' approx). Crossed concrete runways reported: 3280' (approx) NNE/SSW, 3280' (ap- prox) NNW/SSE. 2 radio towers just W. Underground fuel storage, radio, D/F; 1 hangar (2624' x 328') for 300 a/c, with concrete apron; barracks, quarters, numerous bldgs. Ammunition storage just S; 25 mm m.g. emplacements near han- gar. AA emplacements just W. Ac- cess to road to Sacki where there is a RR stn. Major Naval air base. Sacki S just NW. (1943.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Saeki - SS Kyushu I. (changes in data)	32 58 N, 131 55 E 1 1/4 mi. ENE of Saeki at S side of Saeki-wan on W side of Bungo-suido; just off N side of Naga-shima; 12 mi. NW of Tsurumi-zaki; 12 1/2 mi. SE of Usuki. Installations on N side of Naga-shima.	Ample. Underground fuel storage just W of bldgs., radio, D/F, 2 radio towers just S of bldgs., service sta., believed to have night lighting; 1 hangar (for 40 e/e) repair shop, garage, concrete ramp, breakwaters, 25-ton crane, barracks, quarters. Access to road to Saeki where there is a RR sta. AA emplacements just W of bldgs. Major air base. Home base of Saeki Naval Air Unit. Saeki A/D just SE. (1943.)
Sakai - SS Honshu I. (additional data)	34 34 N, 135 27 E	Alighting area: Unlimited. Fuel believed available; minor repairs; 3 hangars, 2 moorings, 1 small slipway. SW of RR sta., 1/2 mi. W of road. (Oct. 42.)
Sapporo - A/D Hokkaido I. (changes in data)	43 06 N, 141 21 E 2 1/4 mi. N of Sapporo, just W of Ishikari Highway; adjacent to N end of University experimental grounds; 1 1/2 mi. NNE of oval racecourse.	L-shaped 5280' x 5280'. Extensible all directions except E but great amount of sub surface water in area would limit extension. 2 runways (reported concrete): approx 3000' and 2600'. Terrific windstorms; snowed-up in winter. Underground fuel storage, radio sta., telephone; 3 hangars, minor repairs. Operational field and home base of Sapporo air group. Used for glider training. Believed developed. (Aug. 44.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Sasebo - SS Kyushu I. (new S)	33 08 N, 129 44 E About 3 mi. SSE of Sasebo, on E side of Sasebo-wan off N shore at entrance to Omura-wan, just S of small hilly peninsula; 3½ mi. SE of Sasebo Navy Yard.	Alighting area: Unlimited. Shallow water near slipways. Flying conditions generally favorable. Installations on reclaimed land. Probable control tower; 8 hang- ars, 3 slipways, 2 hammerhead cranes. Probably engine testing house. About 2000' N are Adm. bldgs. and barracks and just be- yond these is a probable servic- ing point with small slipway, revetted bldgs., and 3 under ground storage entrances. RR sta. at Sasebo. 1st-class Naval base. Home base of Sasebo Naval Air Unit, which uses landplanes, floatplanes, and carrier a/c. A/c assembly plant nearby. (June 44.)
Sasebo/Hui - SS Kyushu I. (new S)	33 08 N, 129 45 E 3 mi. SE of Sasebo 1 mi. S of Hui, at delta of small stream in small bay; about 1½ mi. E of Sasebo Ko; 1½ mi. NNE of Sasebo SS; 3 mi. WNW of Hoiki.	Unlimited. Fuel available; radio, D/F. Appears on photo to have 4 hang- ars, workshops, 1 small ramp; and to have assembly and repair center, u/c. Road and RR sta. at Hui. Previously unreported. Identi- fied only as a/c assembly plant by Navy P.I. Report. (June 44.)
Sendai - A/D Honshu I. (change in data)	38 15 N, 140 55 E 1 3/4 mi. E of Sendai; about 1¼ mi. NW of Shichigyo; 2½ mi. WSW of Takasaro; 4¼ mi. NW of coast; W corner adjoins Miya electric RR to Shiogama.	Rectangular: 2800' E/W, 2700' N/S (tapers). Appears smooth. Bldgs. for former cavalry grounds and commercial A/D. 13 long, narrow barracks-type and 3 adm. bldgs. Reported variously as former commercial A/D, Naval air base, and secondary Army A/D. An air-crow training school was established in 1941. (Oct. 42.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Sendai Southeast - A/D Honshu (new A/D)	38 13 N, 140 56 E 3½ mi. SE of Sendai, 1 3/4 mi. due E of Nagamachi and junction of Tohoku RR and Akibo electric RR; about 4½ mi. W of coast; 12 3/4 mi. N of Arahama and mouth of Abukumagawa.	L-shaped; about 3500' NW/SE x 2100' NE/SW. Extensible to N and W. Rough, non-surfaced, criss-crossed with scars of drainage system (Apr. 1939). 3 hangars, 2 across from main adm. area; compass swinging base and landing-T. Former civil LG. (1942)
Shinozaki - LG Honshu I. (new LG)	35 40 N, 139 55 E Just S of Shinozaki, on E side of Edo River, on N coast of Tokyo Bay; 4¼ mi. S of Ichikawa; 5 mi. ESE of Funabashi; 7½ mi. E of Tokyo.	Sufficient area along coast for HAD, according to map. 4 hangars, barracks. Large army flying and parachute training school in Funabashi nearby. (Oct. 42)
Shionomisaki - LG Honshu I. (new LG)	33 27 N, 135 46 E 1½ mi. SSW of Kushimoto, in about center of Shiono-Misaki; 1 mi. NE of Uwano.	Irregular: 1960' x 1640'. Operational prior to Sept. 43. (Sept. 43.)
Showa - A/D Honshu I. (additional data.)	35 43 N, 139 22 E Just E of Showa a/c factory, between Chuo RR and water canal; 1½ mi. N of Tama River; 2½ mi. WNW of Tachikawa; 4¼ mi. NNE of Hachioji; 7 mi. S of Tokorozawa; 8 mi. SE of Ome; 21 mi. W of Tokyo.	3500' x 1500' (min.) NE/SW. Improved but not surfaced. Surfaced taxiway to hangars and a/c factory. Under ground fuel storage reported, 2 hangars, machine shops, admin. bldgs., power plant, quarters. Repairs at a/c factory. Just S of good road and N of Rn. Test field for important Showa a/c factory. Believed suitable for F's, LB's and MB's. (Oct. 42)
Sone - LG Kyushu I. (new LG)	33 51 N, 130 56 E (approx) Just N of Sone; about 4½ mi. SE of Kokura; 7½ mi. S of Moji.	Runway: (hard-surfaced and dazzle painted): 4700' x 380' E/W. Parallel taxiway on S side of runway u/c. Large military camp 3/4 mi. N. Newly constructed; appears serviceable. (Oct. 44)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Sukumo - A/D Shikoku I. (additional data)	32 56 N, 132 44 E	Delete remarks in description on former list. Add "Reported suitable for LB's. Training field." (1942.)
Sukumo - S Shikoku I. (new S)	32 55 N, 132 45 E (town) Believed to be SE of Sukumo, on W side of Katashima Wan.	Small seaplane base, operational prior to Sept. 43. Facilities to be increased. (Sept. 43.)
Sunamachi - A/D Honshu I. (additional data)	35 39 N, 139 50 E	On reclaimed land. Apparently extensible to 5280' square. Runways (concrete): 4500' x 100' NE/SW, 4200' x 270' E/W 3600' x 300' N/S. Industrial bldgs. to N and NW. Reported to have full facilities. (Oct. 42.)
Suribachi Bay - A/D Paramushiru I. Kurile Is. (additional data)	50 11 N, 155 46 E	Runways (crossed): 4000' x 225'-265' NW/SE, 4000' NE/SW (u/c - may be operational) will probably be 3700' x 260'. 21 revetments; 31 blast shelters; taxiways. Radio, 2 radio sta's. in area; 1 hangar; bldgs. Capacity: 30 F's, 7-20 2E B's. Defenses. Navy A/D. Operational Sept. 44. (Sept. 44.)
Takata/Okumotori - A/D. Honshu I. (new IG)	33 43 N, 135 53 E Reported to be about 2 3/4 mi. WSW of Takata and 1/4 mi. NE of Mt. Okumotori; 3/4 mi. N of Nachi/Takata road; 3 1/2 mi. NNW of Nachi; 5 mi. WSW of Shingu; 6 mi. NNW of Katsuura; 18 mi. NNE of Kushinoto.	Rectangular NNW/SSE: 3000' x 1200' (approx) believed available. Heavy rains June-July; strong winds in winter, little snow. 6 possible revetments, air-raid shelters for 40. 1 hangar in 1942 (for 6 Zeros), barracks, quarters. RR sta. at Nachi. Observation post and M.G. position. (June 43.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Takuma - S (formerly on Supplemental List). Shikoku I. (additional data)	34 14 N, 133 40 E Coordinates place SAA just N of Takuma, in Takuma Wan at NE tip of Shikoku I.; 8 mi. WSW of Marugame.	Hangar area, 9840 sq. m. Seaplane base. Recc. seaplanes and FB's. (Sept. 43.)
Tanega I. - IG Tanega I., Ryukyu Is. (additional data)		Irregular: 4920' x 3930'. Reported as large A/D. Carrier attack a/c and shipborne a/c replacement. (Dec. 41.)
Tara - IG Kyushu I. (now IG)	31 15 N, 130 39 E (approx) Reported to be near Tara (probably just W or NW), on W side of Kagoshimawan; about 1 1/2 mi. E of Ibusuki; 3 3/4 mi. N of Yamakawa.	Reported as Army A/D. (Mar. 44.)
Toro - A/D Karafuto I. (now A/D)	49 13 N, 142 06 E 4 mi. NNW of Toro telegraph stn., just NE of Itone; about 3 1/4 mi. N of Toro-ko; 10 mi. N of Esutoro (Yama-Shigai); about 18 mi. S of Kitanayoshi.	Runway reported (concrete): 5000' x 150'. 40 earth revetments, dispersal lanes. Barracks. Defences. (Dec. 43.)
Toshimoye Lake - SAA. Etorofu I., Kurile Is. (additional data)		1 3/4 x 1 1/4 mi. Surrounded by low hills except to S. U.S. seaplanes landed here Apr. 41. Established SAA. Probably much used by Japanese. (Jan. 43.)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Toyohashi - A/D Honshu I. (additional data)	34 44 N, 137 21 E (approx) Believed to be 3½ mi. SW of Toyohashi, on large area of reclaimed land jutting into E end of Atsumi Wan.	Octagonal: 4921' between opposite sides. Runway: 4720' x 328' E/W, 4720' x 328' N/S, 4720' x 328' NW/SE. Taxiway connects ends of runways from NW to SE clockwise. Bldgs. area to SE. 2 repair hangars, barracks, storerooms. Operative prior to Sept. 43. Fully completed June 44. Branch a/c depot. Home base of Toyohashi Naval Air Unit. (Oct. 42.)
Tsuiki - LG Kyushu I. (additional data)	33 40 N, 131 02 E	3600' x 3600'. Crossed runways. Living quarters to SE. Important. Shipborne a/c replacement base. Carrier Fighters. Pilot training unit. (Oct. 42.)
Tsukuba - LG Honshu I. (additional data)	36 12 N, 140 06 E	Appears small in photo. Probably grass, level. Control tower, 12 hangars, barracks. Appears suitable for F's; if improved, for medium a/c. (Oct. 42.)
Tsurashima - LG Honshu I. (now LG)	34 32 N, 133 44 E (approx) Reported to be on reclaimed land adjoining a/c factory, on coast of Inland Sea; probably about 2 mi. S of Tsurashima; 3½ mi. ESE of Tamashima; 5¼ mi. SSW of Kurashiki; about 15 mi. SW of Okayama.	Single-track spur RR from Kurashiki to a/c factory and L.G. Reported L.G. (June 44.)
Yaizu - LG Honshu I. (now LG)	34 52 N, 138 19 E (town) Near Yaizu, which is 9 mi. NE of Shimada on W side of Suruga Wan.	Rectangular: 4920' E/W x 4424' N/S. Probably an SAA operated in conjunction with this. To be operational Oct. 44. (Sept. 43)

CONFIDENTIAL

<u>NAME</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
Yawata - ELG Kyushu I. (changes in data)	33 53 N, 130 46 E (approx) 2 $\frac{1}{4}$ mi. W of Yawata, between Yawata/Orio road, and RR and Dekai-wan; about 4 $\frac{1}{4}$ mi. SE of Tobata; about 6 $\frac{1}{2}$ mi. WSW of Kokura.	1600' x 450' approx. Bartacks. Reported L.G. 3 probable blimps in house-shaped revetment. Possible air sta. for lighter - than-air craft. (June 44.)
Yonabaru - LG Okinawa I. Ryukyu Is. (new LG)	26 12 N, 127 45 E (town) Reported to be 2 mi. N of Yonabaru on E coast of Okinawa I.; about 5 $\frac{1}{2}$ mi. E of Naha.	6000' indicated. Extensible to 10,000'. L.G. in early construction stages. (Oct. 44.)
Yoro - LG Ryukyu Is. (new LG)	28 02 N, 129 10 E (approx) Reported to be on small Yoro I. which is just SW of Anamio I.; about 12 $\frac{1}{2}$ mi. SSW of Kuji S.	Reported L.G. (Oct. 44.)

CONFIDENTIAL

The following airfields and seaplane bases should be deleted from the Provisional List of 12 July 44:

Akkeshi North	SAA	Suppl. List
Bihoro	SAA	Page 3
Fukuoka/Najima	ELG	Page 5
Funabashi	FLG	Page 6
Hiroshima/Northwest	ELG	Page 11
Hi Toyoshi (Now on main list)	LG	Suppl. List
Ichikawa	FAD	Page 12
Ie I. (Now on main list)	LG	Suppl. List.
Ishioka	FAD	Page 14
Iwo I. North	ELG	Page 15
Iwo I. South	MAD	Page 15
Iwo I. Southeast	ELG	Page 15
Iwo I. Southwest	MAD	Page 15
Kanaya	SAA	Page 17
Minami Daito (Now on main list)	LG	Suppl. List
Mito	MAD	Page 29
Obihiro Southwest	ELG	Page 37
Onga/Ashiya (See Ashiya)	MAD	Page 40.
Sabushiro	HLG	Page 43
Sasebo	ELG	Page 44
Shimonoseki	ELG	Page 47
Shinomisaki	SAA	Page 47
Takuma (Now on main list)	SAA	Suppl. List
Tonda (See Kikuchi)	LG	Suppl. List
Yanagigaura (See Nagasu)	MAD	Page 60
Yetsutoro (See Toro)	LG	Suppl. List.

DISTRIBUTION

<u>NAME</u>	<u>NO. OF COPIES</u>
ComAirPac - Attn: Lt. Cdr. M. E. Stone	750
Air Ministry - A.I. 2 (b)	50
G-2	10
OP-15-V - Div. of Naval Intelligence	18
AC/AS, Plans	3
Aeronautical Chart Service	2
AFIAN:PE	2
AFICL:RE	1
Air Command, SE Asia (Int. 3)	25
Air Engineer	1
Analysis Div., AC/AS, Intelligence	1
Army Map Service	1
ATC, I & S, Room 1079, Cravellly Point	1
ATC Ops., Room 1075, "	1
ATC Plans, Room 1026, "	1
Chief of Engineers (Mil. Intel. Div.)	1
Hydrographic Office - OP-28-N	1
JIC	1
Secretary, Joint Logistics Plans Committee	2
XX Air Force - Attn: Col. Hewitt	1
XX Bomber Command, APO 493 - Attn: A-2	50
XXI Bomber Command, Peterson Fld., Colorado Springs, Colo. - Attn: A-2	25

IX AF

K-77185

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

Headquarters Twentieth Air Force	
Chief of Staff	
Deputy C. S.	
A-3 Chief of Operations	
A. G.	
Executive	

INTELLIGENCE SECTION
HEADQUARTERS
XX BOMBER COMMAND
APO 493

22 September 1944

ENEMY AIRFIELD REPORT NO.1

1. Known and possible Japanese Airfields near Anshan, Manchuria as indicated by photographic interpretation and Enemy Airfield Information Report No. 2 as published by Washington, D.C.

NAME OF FIELD	COORDINATES	CLASS
1. Anshan	41 05 N - 122 50 E	1st
2. Chinchow; N. E.	41 08 N - 121 10 E	3rd
3. Chinchow; N. N. E.	41 10 N - 121 08 E	3rd
4. Chinchow; W.	41 07 N - 121 04 E	3rd
5. Chinsi	40 45 N - 120 52 E	3rd
6. Choyang	41 33 N - 120 26 E	ELG
7. Fushun	41 50 N - 123 42 E	2nd
8. Heishan	41 40 N - 122 04 E	ELG
9. Hingcheng	40 36 N - 120 42 E	3rd
10. Koupangtzu	41 20 N - 121 44 E	ELG
11. Mukden; E.	41 48 N - 123 36 E	3rd
12. Mukden; N.	41 52 N - 123 26 E	2nd
13. Mukden; S. E.	41 47 N - 123 29 E	ELG
14. Mukden; S. W.	41 46 N - 123 21 E	2nd
15. Mukden; W.	41 49 N - 123 16 E	2nd
16. Penhsihu	41 20 N - 123 43 E	ELG
17. Siuyen	40 18 N - 123 17 E	ELG
18. Suichung	40 18 N - 120 21 E	3rd
19. Tayangchuantgzu	41 17 N - 121 35 E	3rd

File RA 686.9

2. B-29 crews have reported a possible two fighter fields SW of the city of Anshan. These fields have not been revealed by available photo coverage but consistency in reporting indicates the possibility of their existence. They are reported as being five (5) miles apart.

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

CONFIDENTIAL

HE DQUARTERS
XX BOMBER COMMAND
INTELLIGENCE SECTION
APO 493

STOP PRESS

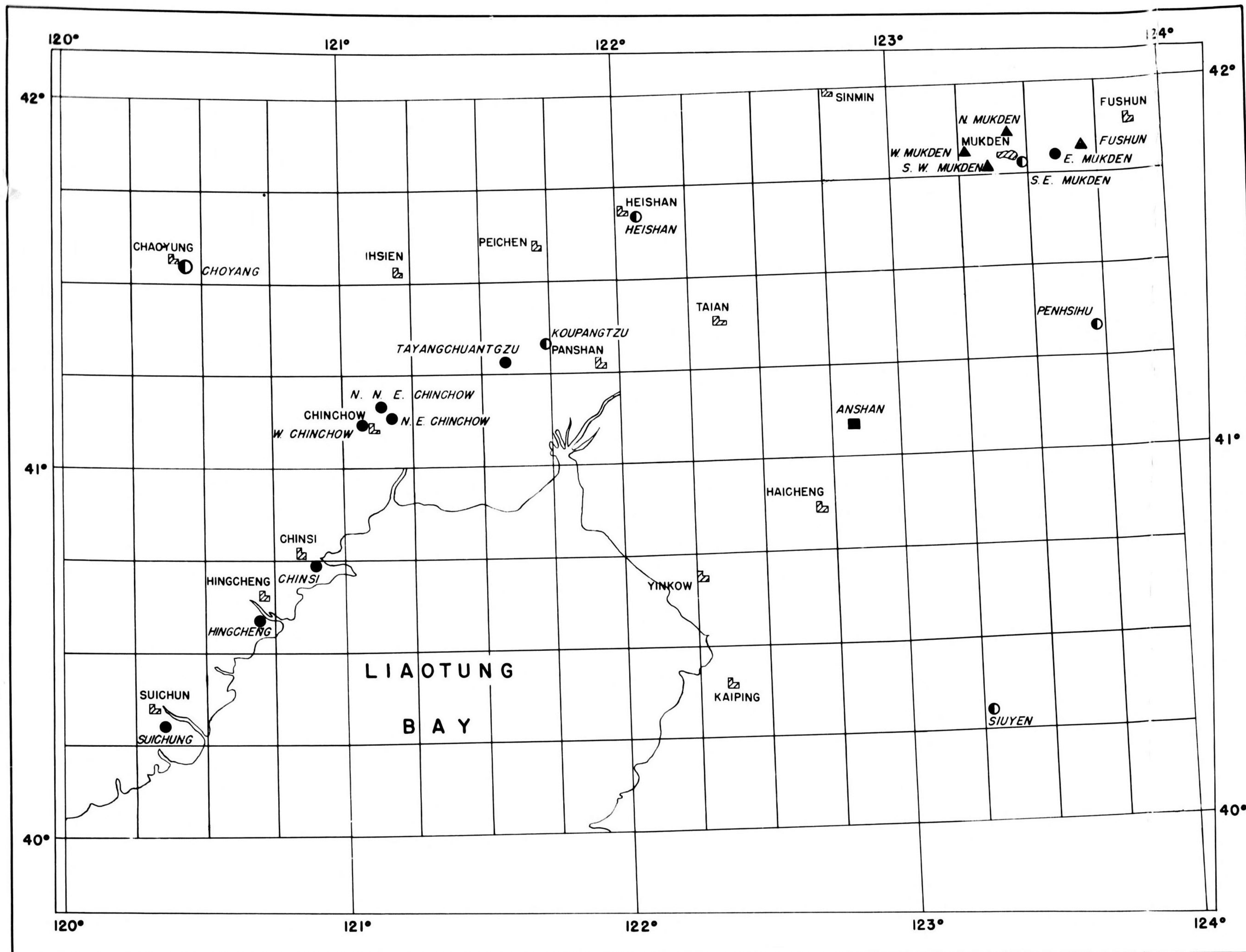
1. Late photo interpretation shows an additional enemy airfield in the Anshan area as follows:

Name of field	Coordinates	Class
1. Anshan, S.	40°57'N - 122°36'E	3rd

This field is approximately 12.99 miles from the SE corner of the Showa steel works on a 229° true azimuth.

CONFIDENTIAL

CONFIDENTIAL



PREPARED BY OPERATIONAL INTELLIGENCE,
INTELLIGENCE SECTION,
XX BOMBER COMMAND
COMPILATION BY 948 TH. ENGR. AVN. TOPO. CO.

SCALE 1:1,700,000

CONFIDENTIAL

LEGEND
KNOWN AND PROBABLE ENEMY AIRFIELDS IN
THE VICINITY OF ANSHAN, MANCHURIA
— 20 SEPTEMBER 1944 —

- — 1ST. CLASS FIELD
- ▲ — 2ND. CLASS FIELD
- — 3RD. CLASS FIELD
- ⊙ — EMERGENCY LANDING GROUND

CONFIDENTIAL

AFCST
XX AIR FORCE
COL. Hewitt

LIST OF AIRFIELDS
AND
SEAPLANE STATIONS
IN
ENEMY-OCCUPIED
MALAYA

① CST

HEADQUARTERS TWENTIETH AIR FORCE	
Chief of Staff	
Deputy C. of S. P. & S.	
Deputy C. of S. Op.	
Deputy C. of S. T.M.&S.	
A. G.	

Prepared in office of Assistant Chief of Air Staff, Intelligence
Washington, D. C., by combined personnel of U. S. and
British Services, in collaboration with C. I. O., H. Q., Air
Command, Southeast Asia [Int. (3) Base Air Forces.] For
the use of Allied Forces.

CONFIDENTIAL

CONTENTS

	Page
Explanatory Notes.....	iii
Meteorology.....	v
Topography.....	vii
Communications.....	viii
Glossary of Malay Terms	x
Airfield Gazetteer.....	xi
Schedules for Airfields, Landing Grounds, Emergency Landing Grounds, and Seaplane Stations.	
List of Miscellaneous Landing Grounds.....	Supplement No. 1
List of Emergency Seaplane Alighting Areas.....	Supplement No. 2

SOUTHEAST ASIA EDITION

EXPLANATORY NOTES

1. *Definition of List:* This List includes Enemy-occupied Airfields, Landing Grounds, Emergency Landing Grounds, Seaplane Stations and Seaplane Alighting Areas in Malaya.
2. *Classifications of Airfields and Landing Grounds:*

- (i) *Airfield:* A field with metaled (paved) runway or runways, or extensive facilities, or both. These sites form a fairly permanent feature of the landscape and are, generally speaking, all-weather.
- (ii) *Landing Ground:* A field with no metaled (paved) runway and few or no facilities. Such a field could quickly revert to its former state and is not usually serviceable to aircraft throughout the year.
- (iii) *Emergency Landing Ground:* A field with no facilities and considered incapable of operating modern aircraft.

3. *Method of Amendment:* Bound on the loose-leaf principle, this List incorporates a separate Airfield Schedule for each Airfield, Landing Ground, Emergency Landing Ground, and Seaplane Station. References made below to the Airfield Report refer to the Monthly Airfield Report issued by the Chief Intelligence Officer, Air Command, South East Asia.

New Airfields: Schedules will be printed for new Airfields and distributed to copy holders as soon as practicable after intelligence is received.

Amendments: These will be issued in Part 2 of the Airfield Report.

Record of Major Development: The purpose of this is to enable a brief record of essential current intelligence to be maintained, such as the accommodation for aircraft available month by month. It is kept up to date from a special section entitled "Additions to Record of Major Development" included in Part 2 of the Airfield Report.

4. *Airfield Plans and Mosaics:* These will be issued for incorporation in this List as necessary.
5. *Map Reference:* On each Airfield Schedule is set forth the map or maps used in the compilation of the information given. Co-ordinates and spelling of place names apply only to the map edition quoted in the schedules. The maps used are in wide circulation and can be readily supplied.
6. *Co-ordinates:* These are given for the center of the landing or alighting area, when known. When information is such that the exact position cannot be given, either the approximate co-ordinates (followed by the word "approx") or the town co-ordinates (followed by the letter "T") are given.
7. *Additional Information and Copies of List:* Requests should be addressed to:

Intelligence 3, Headquarters,
Base Air Forces, South East Asia, c/o RAF, India

METEOROLOGY

The outstanding features of the meteorology of MALAYA are summarized as follows:

(1) A comparatively dry period, with occasional heavy storms, occurs during the Southwest monsoon period, which lasts from May to August. The rainy season is October to March over the east coast and September to December over the remainder of the area.

(2) Heavy rains occur over the east coast during the Northeast monsoon, October to March, particularly between October and January, with very low cloud (often with a base below 1,000 feet) and extremely poor visibility in rainstorms. There are heavy rainstorms over the west coastal regions also during this season.

(3) Frequent thunderstorms occur throughout the year in the early morning or in the afternoons, particularly in the west half of MALAYA. They are most frequent during the transition periods between the Southwest and the Northeast monsoons, namely March to April and September to October. Squalls normally accompany the early morning thunderstorms.

(4) During April to November severe squalls known as Sumatras are experienced over the west coastal regions, mainly between PENANG and

MALACCA. These Sumatras, which develop from the southwest to northwest, occur in the late night or very early morning and generally do not continue for more than 2 hours, although on rare occasions they have been known to last for 6 to 8 hours. They are often violent, wind force sometimes exceeding Beaufort's scale force 8. They are always accompanied by a characteristic cloud formation consisting of an arch or bank of heavy cumulonimbus that towers to a great height and rapidly spreads over the whole sky, and they are usually attended by thunder, lightning, and torrential rain. They may develop simultaneously along a 200-mile-line approximately northwest to southeast, the whole front traveling in a northeasterly direction.

The annual rainfall in MALAYA averages 80 to 100 inches, but in the mountainous districts it greatly exceeds this, amounting to as much as 240 inches in some of the hill stations. The driest months are either January to February or February to March. Over the land areas most of the rain falls in the afternoon and evening, while along the coastal regions the maximum rain often occurs during the night.

CONFIDENTIAL

SUMMARY OF METEOROLOGICAL CONDITIONS DURING THE TWO MAIN PERIODS OF THE YEAR

April to September
(Southwest Monsoon May to August)

General.—In April and September, the transition months between monsoons, weather is generally showery with frequent afternoon or early morning thunderstorms, occasionally with squalls. May to August comparatively dry; but afternoon thunderstorms are frequent and heavy storms do occur, especially the Sumatras over Wcoastal regions, mainly around MALACCA in the very early morning. In general, weather over Wcoast is more unsettled than over E coast.

Ground Winds.—Generally light variable in March and April, with occasional brief strong W or NE winds. From May to September land and sea breezes predominate in coastal regions, while inland the winds are moderate SW in the north and SE to SW in the south. In squalls, wind velocity may exceed Beaufort's scale force 8.

Upper Winds.—In April and October winds variable. From May to August, winds up to 10,000 feet generally W to SW except in south, where they are SE and velocity is 15 to 20 mph.

Cloud.—From May to August generally cumulus and cumulo-nimbus five tenths to eight tenths during day, clearing at night. In April and September, no marked clearing of skies at night, except over E coast. Diurnal variation, with cumulus cloud building up during day and clearing at night, predominant feature inland. Cloud base usually above 3000 feet and mountaintops usually covered with cloud in afternoon.

Rainfall.—Most of rain falls in afternoon and evening. Frequent afternoon thunderstorms and showers, especially in April and September. Occasional heavy rainstorms with the Sumatras on W coast. About half the annual rainfall in this season, most of it in August and September. Rainy days average 11 a month.

Visibility.—Good but may be nil in moderate and heavy rainstorms. Frequent early morning mist or fog on low-lying wet ground and river valleys; clears soon after sunrise.

October to March
(Northeast Monsoon)

General.—Over E coast, this is period of unsettled weather with very heavy rain, especially from October to January. Over W coast, conditions unsettled in October and March and occasional Sumatras in October and November, while from November to February weather is variable, with long dry, clear spells in January and February.

Ground Winds.—Land and sea breezes prevail on W coast; on E coast in October and from February to March, winds variable, though mainly E to NE. Wind velocity generally from 15 to 20 mph, but winds up to 30 to 40 mph may persist for some days over E coast and for several hours over Wcoast.

Upper Winds.—Variable in October and March; but rest of season mainly E to NE, with velocity generally 15 to 20 mph; sometimes 49/50 mph for short periods.

Cloud.—Over E coast, five tenths to eight tenths low cloud and tenths below 1,000 feet may persist for 2 or 3 days during rains. Over W coast and inland, four tenths to eight tenths cloud, with cumulus predominant in October and March, accompanied by diurnal variation, skies tending to clear at night. October to December generally the cloudiest months.

Rainfall.—Heavy rains on E coast, especially from October to January, the heavy rain probably ceasing about 30 to 40 miles inland. Storms in the east may continue for 2 or 3 days, with rough seas along coast. Over W coast and inland a good deal of rain falls from October to December and in March, and thunderstorms are frequent. Number of rainy days between 15 and 20 a month. In October and November occasional heavy rainstorms accompany the Sumatras. It is reported that near PENANG 17 inches of rain fell within about 8 hours one November day.

Visibility.—Good but likely to be nil during rainstorms. Mist or fog over low-lying land and river valleys in early morning, especially over Wcoastal areas, clearing soon after sunrise.

TOPOGRAPHY

MALAYA lies between latitudes $1^{\circ} 10'$ and $6^{\circ} 44'$ north and longitudes $99^{\circ} 37'$ and $104^{\circ} 19'$ east, covering an area of some 51,000 square miles - roughly the same size as England (without Wales).

Relief: The topography of MALAYA has a considerable diversity. It is predominantly mountainous but has extensive lowland areas. The latter are undulating or flat with many large swampy tracts. There are a number of more or less distinct mountain ranges and many isolated hills. The abruptness with which these rise from the lowlands is a distinctive feature.

In northern MALAYA the ranges run in a north-south direction so that they cross the peninsula diagonally, but farther south the main range takes a southeasterly bend bringing it parallel to the axis of the peninsula.

The north-western frontier runs along the limestone hills of the NAKAWN Range. East of this range is the quartzite KEDAH-SINGGORA Range, which runs from the frontier to Sungei PADANG KERBAU just east of ALOR STAR. This ridge line is continued southward by the granitic hills of GUNONG PERAK and SOUTH KEDAH. The third range is the granitic BINTANG extending from the frontier at BUKIT BUBUS to the DINDINGS. This range is backed by the KORBU or MAIN RANGE, which extends down the peninsula as far as TAMPIN near MALACCA. This range forms the main watershed between the rivers flowing into the Straits of MALACCA and those entering the CHINA SEA. It has five peaks over 7,000 feet. Next east is the well-defined range of quartzite foothills extending from PAHANG into KELANTAN. In PAHANG another well-marked granite range lies to the east of these foothills - the

BENOM Range (BENOM, 6916 feet) - which continues southward into NEGRI SEMBILAN but not northward into KELANTAN. The next range east is the TAHAN, formed of quartzite and other rocks. GUNONG TAHAN, the highest point in the peninsula (7186 feet), lies in this range. The neighborhood of TAHAN is remarkable for its scanty vegetation. East of the TAHAN Range is the last well-marked granite range; it separates KELANTAN from TRENGGANU and extends south into PAHANG. Outcrops of granite occur in southern PAHANG and JOHORE also.

The land lying between the mountain ranges is for the most part low. Places far inland are at only moderate elevations above sea level.

On the two coasts occur flat alluvial plains that are used mainly for rice cultivation, though in PERAK and SELANGOR much rubber and many coconuts are grown on them.

There are some isolated mountains and hills other than those mentioned above; among them KEDAH PEAK, MOUNT OPHIR, and MA'OKIL.

Characteristic of the country are the limestone hills, which are most developed in PERLIS, KINTA, KELANTAN, and northern PAHANG. Most of these hills, though far inland, rise precipitously from low ground. In the LANGKAWI Islands such cliffs rise straight out of the sea. CHUPING (970 feet), GERIANG (699 feet), PONDOK (1860 feet), NASI SI HEBAT (2005 feet), and SINYUM (1595 feet) are typical.

Coast: The coast line is, for the most part, low with few rocky cliffs and headlands. The west and east coasts are very different. On the west coast, which lies along the tranquil waters of the Straits of MALACCA, the rivers have deposited large mud flats on which mangrove flourishes and crocodiles are very numerous. Between the

CONFIDENTIAL

rivers there are occasional sandy beaches, such as those at the DINDINGS, MORIB, PORT DICKSON, and MALACCA. On the east coast, which faces the stormy CHINA SEA conditions are entirely different. The heavy seas during the NE monsoon (November to March) keep the coast free from mud but pile up sandbanks that tend to choke the mouths of the rivers. There are a few mangrove swamps, but the coast generally is one long sandy beach broken only by the river mouths and a few rocky headlands. Crocodiles are few in number. In southern PAHANG and northern JOHORE the beach is backed by large fresh-water swamp forests.

Rivers: MALAYA is intersected by countless streams and rivers. The general north-south alignment of the mountain system governs the trend of the rivers, which generally run north and south in their upper and middle reaches and turn east and west in their lower reaches across the plain; one notable exception is the KELANTAN, which continues its general northerly course all the way to the sea. Owing to the dense vegetation with which the country was covered the rivers formed the main line of communication and are still largely used by small native craft. The principal rivers of the western watershed are, from north to south, the MUDA, PERAK, BERNAM, and MUAR. Those on the eastern watershed, again north to south, are the KELANTAN, TRENGGANU, and PAHANG.

Islands: There are many islands off the coast of MALAYA. On the west are the LANGKAWI ISLANDS; a number of small islands between them and PENANG; PENANG and the small islands nearby; PANGKOR and PANGKOR LAUT off the DINDINGS; the SEMBILAN Islands; PULAU ANGSA and a group of alluvial islands off PORT SWETTENHAM. In the extreme south lie SINGAPORE and many other islands. On the east are a large scat-

tered group off JOHORE, the largest of which is TIOMAN; PULAU TENGGOL; PULAU KAPAS and another scattered group, the largest of which is PULAU REDANG; and the PERHENTIAN Islands off the coast of TRENGGANU.

COMMUNICATIONS

MALAYA comprises many areas of dense jungle, but communications in the more thickly populated localities are good. Two railways and two roads give direct access across the border to SIAM, while there is excellent communication by sea along both coast lines.

Sea: Overseas ports are PENANG, PORT SWETTENHAM, and SINGAPORE; but a good deal of rubber was shipped from MALACCA, where the boats lie some distance offshore. Other ports, on the west coast, are PORT WELD (usable by small boats up to 75 tons), TELUK ANSON, PORT DICKSON, MUAR and BATU PAHAT. On the east coast, steamers of about 1000 G.R.T. can enter the ports of KUANTAN, KEMAMAN (CHUKAI), and KUALA TRENGGANU. At other places ships lie offshore and load from lighters. Prior to the Japanese invasion large quantities of iron ore (up to 1,000,000 tons a year) were shipped from KUALA DUNGUN and considerable quantities from KEMAMAN and TUMPAT. During the NE monsoon (October to March) shipping on this coast is frequently interrupted by short periods of bad weather.

Rail: The railways of MALAYA are of meter gage, the same as those of SIAM, thus giving through connection from SINGAPORE to BANGKOK. The W coastal area and the central region are both well served, but the east coast south of KOTA BHARU has no rail facilities.

The main route runs from SINGAPORE through JOHORE BAHRU, KLUANG, SEGAMAT, GEMAS, TAMPIN, SEREMBAN, KU-

ALA LUMPUR, KUALA KUBU, IPOH, KUALA KANGSAR, TAIPING, PARIT BUNTAR, BUKIT MERTAJAM SUNGEI PATANI, ALOR STAR, PADANG BESAR and across the SIAM border to HAT YAI and BANGKOK.

A second main track leaves the SINGAPORE - ALOR STAR line at GEMAS just NW of SEGAMAT and runs north through the following towns: BAHAU, MENTAKAB, KUALA LIPIS, KUALA KRAI, PASIR MAS, KOTA BHARU. From PASIR MAS the line turns NW across the SIAM border, joining the west coast route at HAT YAI.

Branch lines serve the following towns: MALACCA, PORT DICKSON, KLANG, PORT SWETTENHAM, BATANG BERJUNTAI, TELOK ANSON, TRONOH, PORT WELD, PRAI (ferry to Penang).

It is reported that the Japanese have removed the rails from the east coast line and branch line to MALACCA (for use on the BURMA/SIAM railway).

Road: There are some 5,000 miles of metaled roads in MALAYA, and these are generally admitted to be among the best in the world. The majority are flanked by deep ditches and bordered by forest, rubber plantations, flooded paddy fields or steep hill cuttings, making impracticable the use of adjacent ground as an alternative track except in the case of rubber plantations, most of which are well roaded and provide good dispersal areas and by-passes.

Two first-class roads cross the peninsula, these being:

(1) MERSING, KAHANG, KLUANG, to BATU PAHAT.

(2) KUANTAN, BENTA, RAUB, KUALA KUBU, to KUALA LUMPUR.

A network of first- and second-class roads cover SINGAPORE ISLAND, which is connected to the mainland by the JOHORE CAUSEWAY, giving facilities to all parts of the peninsula,

while the whole of the western area is connected by a main artery leading from Singapore through YONG PENG, SEGAMAT, TAMPIN, SEREMBAN, KUALA LUMPUR, IPOH, TAIPING, SUNGEI PATANI, ALOR STAR and across the SIAM border to HAT YAI. Many important airfields and landing grounds are directly served by this route; and others, such as BATU PAHAT, KLUANG, MORIB, PORT SWETTENHAM, SITIAWAN and BUTTERWORTH, have direct first-class road access to the main thoroughfare.

There is no continuous road up the east coast. A good first-class road runs from SINGAPORE to ENDAU and a second-class road from CHUKAI to KOTA BHARU. Between ENDAU and PEKAN there is no road, though it may be possible to drive a car along rough tracks and the beach (at low tide), but difficulty would be experienced in crossing the five rivers that enter the sea along this stretch as there are no ferries. From PEKAN to BESERAH there is a good road. It is possible to drive a car along rough tracks and the beach from BESERAH to CHUKAI.

Rivers: Numerous rivers drain the heavy rainfall from MALAYA, but they are mostly only navigable in parts for small craft. On account of the hilly nature of the interior their upper reaches possess numerous and dangerous rapids while the estuaries are shallow and there are many sandbanks.

The chief rivers are:

(1) SUNGEI PERAK, flowing southward through KUALA KANGSAR and TELUK ANSON, there turning due west into the MALACCA STRAITS.

(2) SUNGEI PAHANG, flowing into the CHINA SEA at PEKAN on the east coast.

(3) SUNGEI KELANTAN, flowing northward into the CHINA SEA at KOTA BHARU.

CONFIDENTIAL

GLOSSARY OF MALAY TERMS

Aiyer poonok.....	Flood
Alor.....	Canal
Bagan.....	Port
Batu.....	Rock
Bindang.....	Paddy field
Bukit.....	Hill
Bulan hujan.....	Wet season
Bulan kering.....	Dry season
Gunong.....	Mountain
Hutan.....	Jungle
Jalan.....	Path
Jalan keras.....	Road (metaled)
Jalan kreta api.....	Railway line
Kaki jalan.....	Path
Kampong.....	Village
Kapal kecil.....	Ferry boat
Kuala.....	River mouth
Kuala banyak.....	Delta
Laut.....	Sea
Laut kecil.....	Gulf
Minyak.....	Oil
Minyak gas.....	Kerosene
Minyak petrol.....	Petroleum
Negri.....	Province
Padang.....	Plains
Padang kapal terbang.....	Aerodrome
Parit.....	Drain
Parit tepi jalan.....	Ditch
Pasir.....	Reef, rock, shoal
Paya.....	Swamp
Pekkan.....	Town
Pekkan besar.....	City
Pekkan kecil.....	Village
Perangin.....	Boundary
Pulau.....	Island
Salat, Selat.....	Straits
Station kerta api.....	Railway station
Sungei.....	River
Sungei kecil.....	Stream
Tanah pitcha.....	Rough ground
Tanjong.....	Cape
Telok.....	Bay
Tempat kapal oedara.....	Aerodrome
Tempat kapal terrabin.....	Aerodrome
Tempat jalan seberang.....	Ferry
Tempat rumput padang.....	Field
Tepi laut.....	Beach
Titi.....	Bridge
Titi jalan.....	Road bridge
Titi jalan kreta api.....	Rail bridge

**GAZETTEER OF AIRFIELDS, LANDING GROUNDS, EMERGENCY
LANDING GROUNDS, SEAPLANE STATIONS, AND SEAPLANE
ALIGHTING AREAS IN ENEMY-OCCUPIED MALAYA**

* See Supplement No. 1

* See Supplement No. 2

-
- | | |
|---|--|
| Alor Star (Kepala Batas) Airfield | Kota Bharu (Pengkalan Chepa) Airfield |
| Ayer Tawar (see Butterworth) | Kuah (see Langkawi Island) |
| * Bagan Datoh Seaplane Alighting Area | * Kuala Kangsar Emergency Landing Ground |
| * Bahau Emergency Landing Ground | Kuala Ketil Landing Ground |
| Bandar Maharani (see Muar) | Kuala Lumpur Airfield |
| Batu Pahat Landing Ground | * Kuala Selangor Seaplane Alighting Area |
| * Batu Pahat Seaplane Alighting Area | * Kuala Trengganu Landing Ground |
| Bayan Lepas (see Penang Airfield) | Kuantan Airfield |
| * Bekok Emergency Landing Ground | Kuantan Seaplane Station |
| * Bugis (Singapore Island) Landing Ground | Kuantan Bombing Range (Sungei Dua) Emer-
gency Landing Ground |
| Butterworth (Ayer Tawar) Airfield | * Kundang Landing Ground |
| | Kwah (see Langkawi Island) |
| Changi (Singapore Island) Landing Ground | |
| | * Labis Emergency Landing Ground |
| Dindings (see Lumut) | * Langkawi Island (Kuah; Kwah) Seaplane A-
lighting Area |
| Glugor (see Penang Seaplane Station) | Lubok Kiap Airfield |
| Gong Kedak Airfield | * Lumut (Dindings) Seaplane Alighting Area |
| * Gopeng Emergency Landing Ground | |
| | Machang Airfield |
| Ipoh Airfield | * Malacca Emergency Landing Ground |
| | Malakoff Landing Ground |
| Jabi Landing Ground | * Mersing Seaplane Alighting Area |
| Jendarata Emergency Landing Ground | Morib Landing Ground |
| Johore Bahru Landing Ground | * Morib Seaplane Alighting Area |
| * Jurong Landing Ground | * Muar (Bandar Maharani) Emergency Landing
Ground |
| | * Muar (Bandar Maharani) Seaplane Alighting
Area |
| Kahang Airfield | |
| Kallang (Singapore Island) Airfield | Padang Serai Landing Ground |
| Kallang (Singapore Island) Seaplane Station | * Paka Seaplane Alighting Area |
| * Kampong Choh Landing Ground | * Pasir Ris (Singapore Island) Landing Ground |
| Kampong Kijal Landing Ground | Paya Lebar (Singapore Island) Landing
Ground |
| Kepala Batas (see Alor Star) | Penang (Bayan Lepas) Airfield |
| Kerling Emergency Landing Ground | Penang (Glugor) Seaplane Station |
| Kluang Airfield | Pengkalan Chepa (see Kota Bharu) |
| * Kluang Satellite Landing Ground | |

CONFIDENTIAL

Port Swettenham Airfield
*Port Swettenham Seaplane Alighting Area

* Rompin Landing Ground

Seletar (Singapore Island) Airfield
Seletar (Singapore Island) Seaplane Station
Sembawang (Singapore Island) Airfield
* Senai Kulai Landing Ground
* Seremban Emergency Landing Ground
Singapore Island (see Bugis; Changi; Kal-
lang; Pasir Ris; Paya Lebar; Seletar;
Sembawang; Sungei Buloh; Tengah; and Yio
Chu Kang
Sitiawan Landing Ground
* Skudai Emergency Landing Ground

Sungei Bakap Landing Ground
Sungei Buloh (Singapore Island) Landing
Ground
Sungei Dua (see Kuantan Bombing Range)
Sungei Patani I Airfield
Sungei Patani II Landing Ground

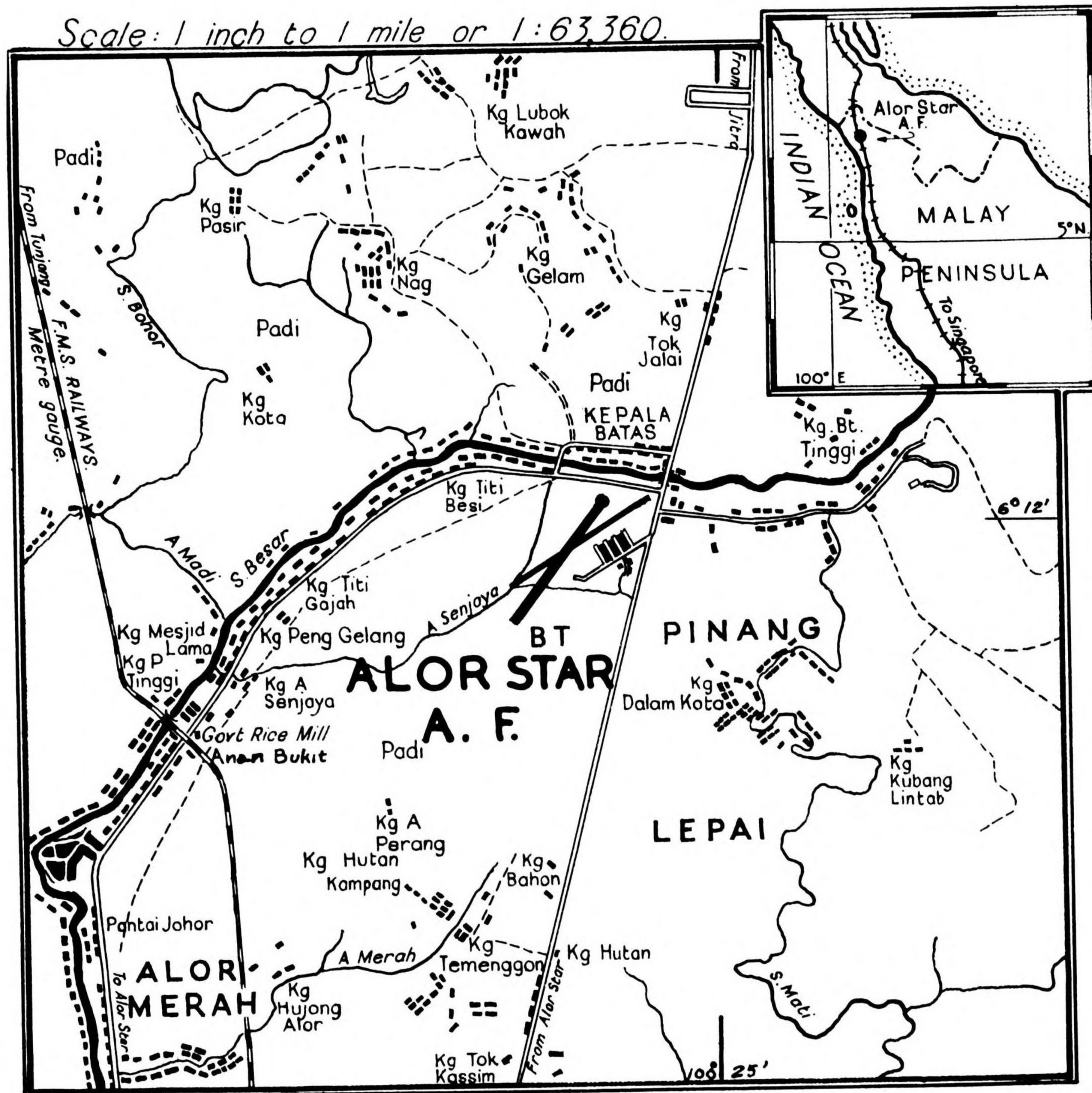
Taiping Airfield
* Tebrau Landing Ground
Tengah (Singapore Island) Airfield

* Uly Bernam Emergency Landing Ground

* Yio Chu Kang (Singapore Island) Landing
Ground
* Yong Peng Landing Ground

ALOR STAR (KEPALA BATAS) AIRFIELD

Situated in the State of Kedah, some 10 miles inland from the NW coast of Malaya and along the main lines of communication between Singapore and Bangkok, this important ex-British site has received considerable development at the hands of the Japanese and is capable of operating all types of their aircraft. It was in operational use in December 1944.



ALOR STAR (KEPALA BATAS) AIRFIELD

Co-ordinates— $6^{\circ} 11' 50''$ N; $100^{\circ} 24' 24''$ E.

Altitude (feet above mean sea level)— 17 (approx).

Map Reference— Malaya 1" HIND 1035 2E/13 and 14.

Local Position and Landmarks— 6 miles NNE of ALOR STAR town, just S of SUNGAI BESAR (PADANG TERAP); $3/4$ mile SW of KEPALA BATAS, in angle formed by junction of main ALOR STAR - SINGORA road and secondary road. Railway crosses main road and river about $2\frac{1}{2}$ mi. SW, at ANAK BUKIT.

Landing Area (dimensions in feet)—Intersecting runways:

No. 1. NNE-SSW 4500 x 210

No. 2. NE - SW 4200 x 135 (max. 4800).

Strip:

N-S 3000 x 66 metaled taxiway on W side of airfield probably usable as strip.

Obstructions— BUKIT TINGGI (452 feet) $1\frac{3}{4}$ miles NE; hills 2 miles E.

Surface— Both runways appear metaled, remainder of field firm grass over paddy land.

Serviceability— Runways probably all-weather except after heavy rains. Remainder of field serviceable in dry weather only. Site was liable to flooding, and Japanese have undertaken considerable drainage work.

Installations—

(a) *Administration and Living Accommodations*— Numerous administration and other buildings. Living accommodations in barracks to E.

(b) *Hangars and Workshops*— 8 hangars (two, 290 x 100 feet; three 190 x 100 feet; three 100 x 90 feet) and probable workshops mainly to E, but 2 hangars to N, 5 hangars have metaled aprons. Ex-British power house.

(c) *Storage*—

(i) *Fuel and Oil*— In blast shelters. Ex-British dump to NE. Petrol tanks to E.

(ii) *Bomb and Ammunition*— In blast shelters. Ex-British dump to SW.

(iii) *General Stores*— In blast shelters.

(d) *Telephone, W/T, Signals, etc.*— H/F D/F.

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*—Local: Meager.
NE: Extensive.

(b) *Aircraft Shelters*— See 'Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*—Nearest station ANAK BUKIT (2½ miles SW), on main SINGAPORE - BANGKOK (Siam) railway.

(b) *Road*—First-class road to ALOR STAR (6 miles SSW) and SINGORA (Siam).

(c) *Water*— SUNGEI BESAR (PADANG TERAP).

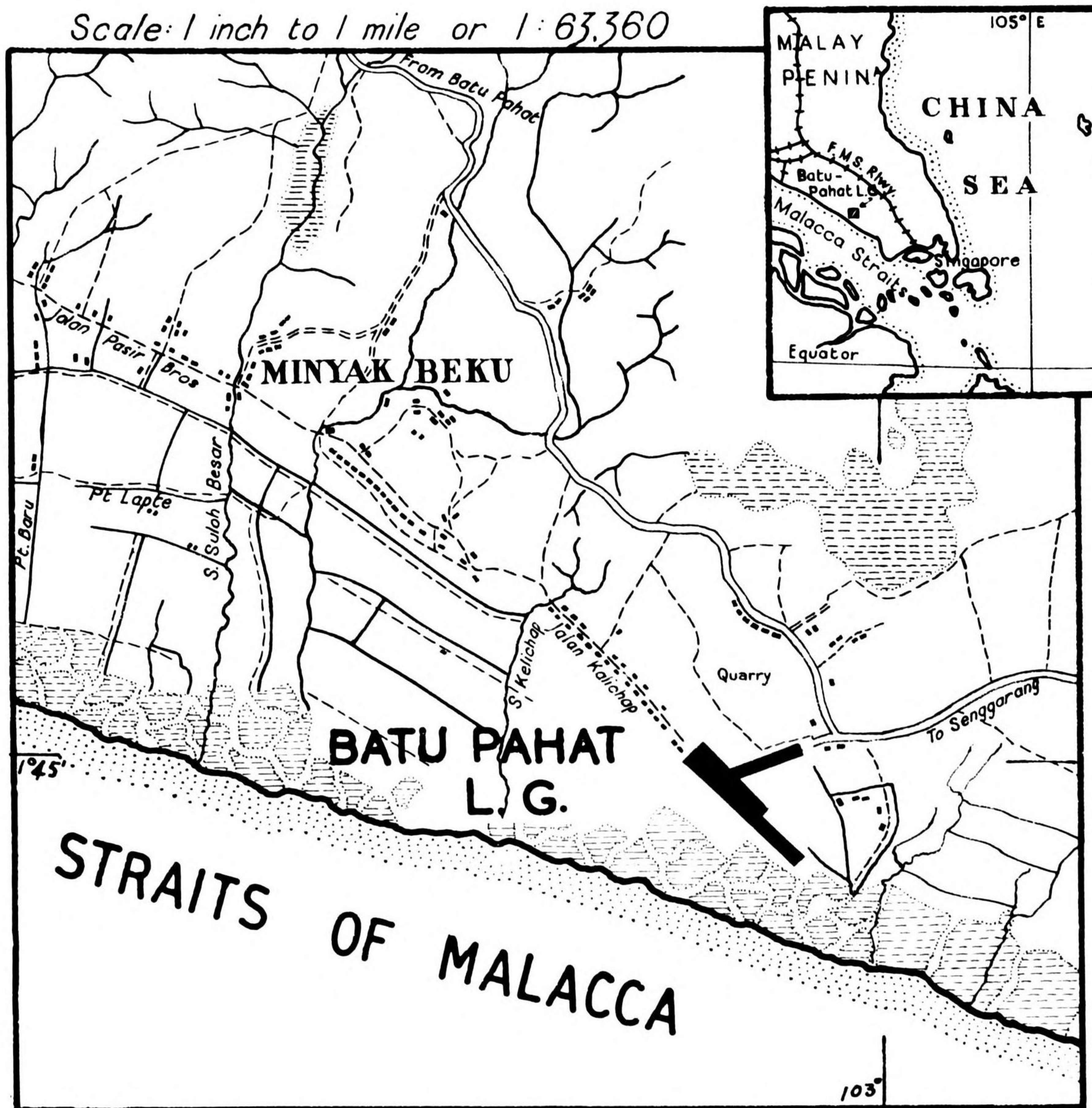
Additional Information—This ex-British site is in operational use by the Japanese, who have carried out considerable development. Extensions have been made to the old (No. 2) runway, formerly 3900 feet, and the new (No. 1) runway is apparently orientated to avoid the hazard of BUKIT TINGGI. The barracks reported destroyed at the time of the occupation have apparently been rebuilt and dispersals and aircraft shelters provided. Maintenance and repair facilities are available.
First reconnaissance of this airfield since the Japanese occupation was flown on 7 December, 1944.

RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS
7 Dec. 1944 PRU	Shelter accommodation for 39 aircraft.

BATU PAHAT LANDING GROUND

Situated in the State of Johore, in southern Malaya, close to the W coast, this site was only a small civil landing ground developed prior to the outbreak of hostilities. The information herein refers to its state at that time. Extensions are believed to have been undertaken by the Japanese.



BATU PAHAT LANDING GROUND

Co-ordinates— $1^{\circ} 44' 50''$ N; $102^{\circ} 59' 10''$ E.

Altitude (feet above mean sea level)— 15.

Map Reference— Malaya 1" HIND 1035 3K/4 and 8.

Local Position and Landmarks— 8 miles SSE of BATU PAHAT; $\frac{1}{2}$ mile from coast; 1 mile SW of BATU PAHAT road; 5 miles W of SENGGARANG village; $7\frac{1}{2}$ miles SE of SUNGEI BATU PAHAT.

Landing Area (dimensions in feet)— Strips:
NW-SE 4200 x 675-300
ENE-WSW 1980 x 420

Obstructions—

Surface— Grass on sandy clay soil. Firm and hard.

Serviceability— Strips all-weather except immediately after heavy rains.

Installations—

(a) Administration and Living Accommodations— Temporary living accommodations in barracks E of site and along BATU PAHAT road 1 mile NE.

(b) Hangars and Workshops—

(c) Storage—

(i) Fuel and Oil—

(ii) Bomb and Ammunition—

(iii) General Stores—

(d) Telephone, W/T, Signals, etc.—

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*—

(b) *Aircraft Shelters*— See 'Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*— Nearest station KLUANG (31 miles NE) on SINGAPORE - ALOR STAR railway.

(b) *Road*— First-class coast road to BATU PAHAT (8 miles NNW) and to KUKUP (44 miles SE). From BATU PAHAT first-class roads extend N and S.

(c) *Water*— Seaboard traffic and SUNGEI BATU PAHAT just W of town.

Additional Information— There are indications that the Japanese have undertaken some development at this site.

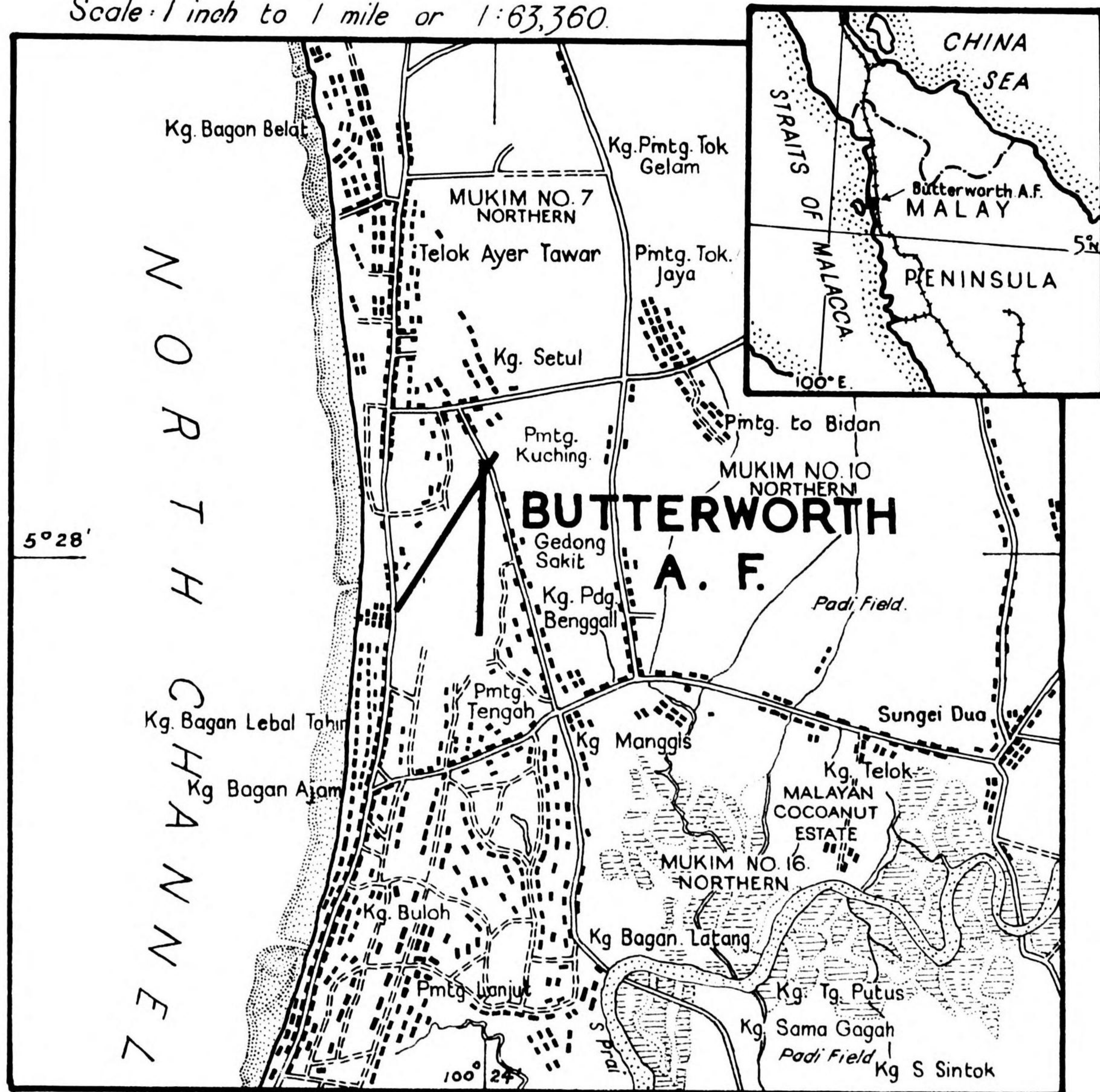
RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS

BUTTERWORTH (AYER TAWAR) AIRFIELD

Situated in Province Wellesley, some $\frac{1}{2}$ mile inland from the NW coast of Malaya, in an important strategic position facing Penang and the Straits of Malacca, this ex-British site has received considerable development at the hands of the Japanese and is capable of operating all types of their aircraft. The airfield was in operational use in February 1945.

Scale: 1 inch to 1 mile or 1:63,360.



BUTTERWORTH (AYER TAWAR) AIRFIELD

Co-ordinates— $5^{\circ} 28' 00''$ N; $100^{\circ} 23' 31''$ E.

Altitude (feet above mean sea level)—Negligible.

Map Reference—Malaya 1" HIND 1035 21/9 and 10.

Local Position and Landmarks— $4\frac{1}{2}$ miles N of BUTTERWORTH, about $\frac{3}{4}$ mile inland; $4\frac{1}{2}$ miles NE of GEORGETOWN, which is on PENANG ISLAND; $6\frac{3}{4}$ miles WNW of JARAK; 7 miles WNW of BUKIT MERTAJA. PENANG ISLAND and mouth of SUNGEI PRAI are good landmarks.

Landing Area (dimensions in feet)—Runways in T-formation:
No. 1. E-W 5100 x 240
No. 2. N-S 4800 x 150

Obstructions—

Surface—Runways metaled; remainder of field probably grass over sandy soil, with metaled taxiways and service apron.

Serviceability—Runways possibly all-weather except after heavy rains. Area reported subject to flooding, but drainage undertaken by Japanese may have improved serviceability.

Installations—

(a) *Administration and Living Accommodations*— Many dispersed airfield buildings. Living accommodation in barracks to W.

(b) *Hangars and Workshops*— Hangar (100 x 85 feet) to SW. Probable repair and maintenance workshops.

(c) *Storage*—

(i) *Fuel and Oil*— In blast shelters. Dumps among trees E of No. 2 runway.

(ii) *Bomb and Ammunition*— In blast shelters. Dumps among trees E of No. 2 runway.

(iii) *General Stores*—In blast shelters. Dumps among trees E of No. 2 runway and also probably to W of airfield.

(d) *Telephone, W/T, Signals, etc.*—H/F D/F.

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*— NW: Moderate.
S: Moderate.

(b) *Aircraft Shelters*— See 'Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*—Nearest stations JARAK (6 3/4 miles ESE), on SINGAPORE - ALOR STAR line, and BUTTERWORTH, terminus of branch line from BUKIT MER-TAJA (7 miles ESE) connecting with main line.
NOTE—Use of former avoids bringing supplies across ferry at latter.

(b) *Road*— Second-class road to town and second-class roads link up with SUN-GEI PATANI (18 miles N) and PARIT BUNTAR (20 miles S).

(c) *Water*—Seaboard traffic.

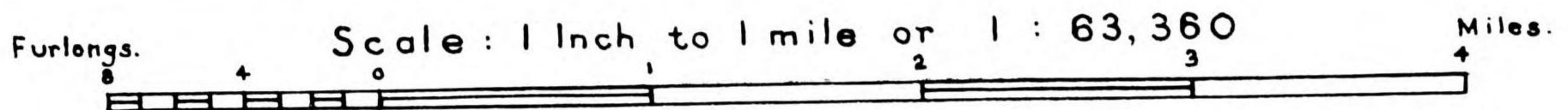
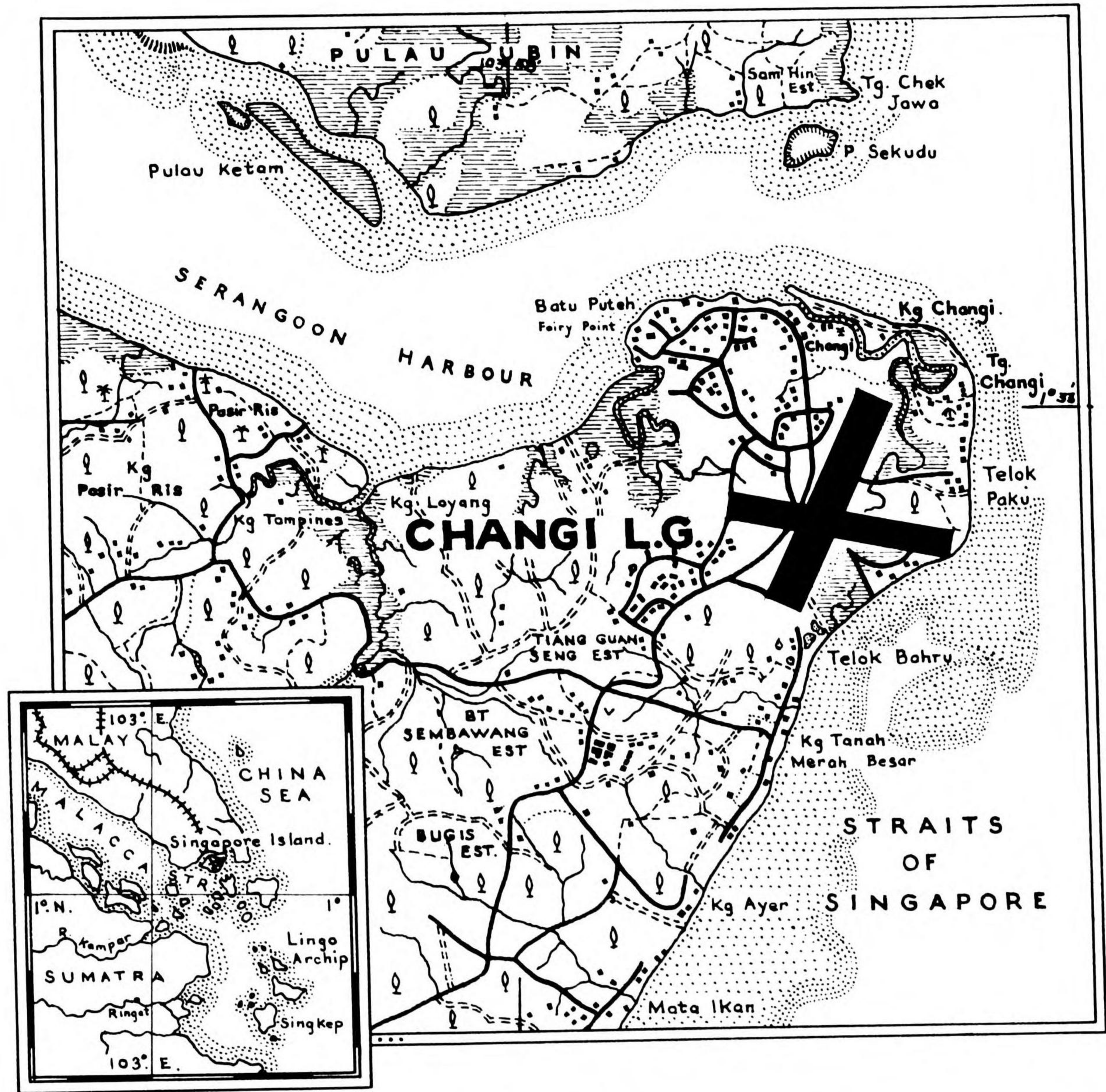
Additional Information— This ex-British site was almost completed at the time of the Japanese invasion, and the enemy have carried out extensive development. The old runway (No. 2) has been extended and a new runway and full facilities have been provided. The airfield was covered by photo reconnaissance on 1 Feb. 1945.

RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS
Feb. 1945. PRU	Shelter accommodations available for 42 aircraft.

CHANGI (SINGAPORE ISLAND) LANDING GROUND

This Japanese-originated site on the NE tip of Singapore Island is strategically placed to cover the eastern approaches to the island. Although not fully completed, it was in operational use by the enemy at the beginning of 1945.



CHANGI (SINGAPORE ISLAND) LANDING GROUND

Co-ordinates— $1^{\circ} 23' N$; $104^{\circ} 00' E$.

Altitude (feet above mean sea level)—Negligible.

Map Reference—Malaya 1" HIND 1035 3L/11, 12, 15, and 16.

Local Position and Landmarks— $1\frac{1}{4}$ miles S of CHANGI; on NE tip of SINGAPORE ISLAND, adjacent to coast; $1\frac{1}{2}$ miles SE of FAIRY POINT; $3\frac{1}{2}$ miles E of PASIR RIS; 9 miles ENE of KALLANG Airfield; $12\frac{1}{2}$ miles ENE of SINGAPORE.

Landing Area (dimensions in feet)—Strips in X-formation:
No. 1. NNE - SSW 4350 x 300 (in cleared area
7500 x 1050)
No. 2. WNW - ESE 6300 x 690

Obstructions—

Surface—Rolled earth.

Serviceability—Dry-weather. Drainage system constructed.

Installations—

(a) *Administration and Living Accommodations*—Many airfield buildings. Living accommodations NE of site and at CHANGI.

(b) *Hangars and Workshops*—Two main hangars (160 x 135 feet) N of site. Probable repairs and maintenance workshops.

(c) *Storage*—

(i) *Fuel and Oil*—In blast shelters.

(ii) *Bomb and Ammunition*—In blast shelters.

(iii) *General Stores*—In blast shelters.

(d) *Telephone, W/T, Signals, etc.*—

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*—NE: Meager.
NW: Meager.
SW: Extensive.

(b) *Aircraft Shelters*— See 'Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*—Nearest station SINGAPORE (12½ miles WSW) on SINGAPORE - ALOR STAR line.

(b) *Road*—First-class roads connect with FAIRY POINT (1½ miles NW); PASIR RIS (3½ miles W), and SINGAPORE (KALLANG and PAYA LEBAR) (12½ miles WSW).

(c) *Water*—SINGAPORE Harbor. Some facilities at FAIRY POINT. (Jetty 1380 x 40 feet ½ mile SW).

Additional Information—This Japanese-originated site, first covered by photographic reconnaissance on 8 November 1944, was then in an early stage of construction.

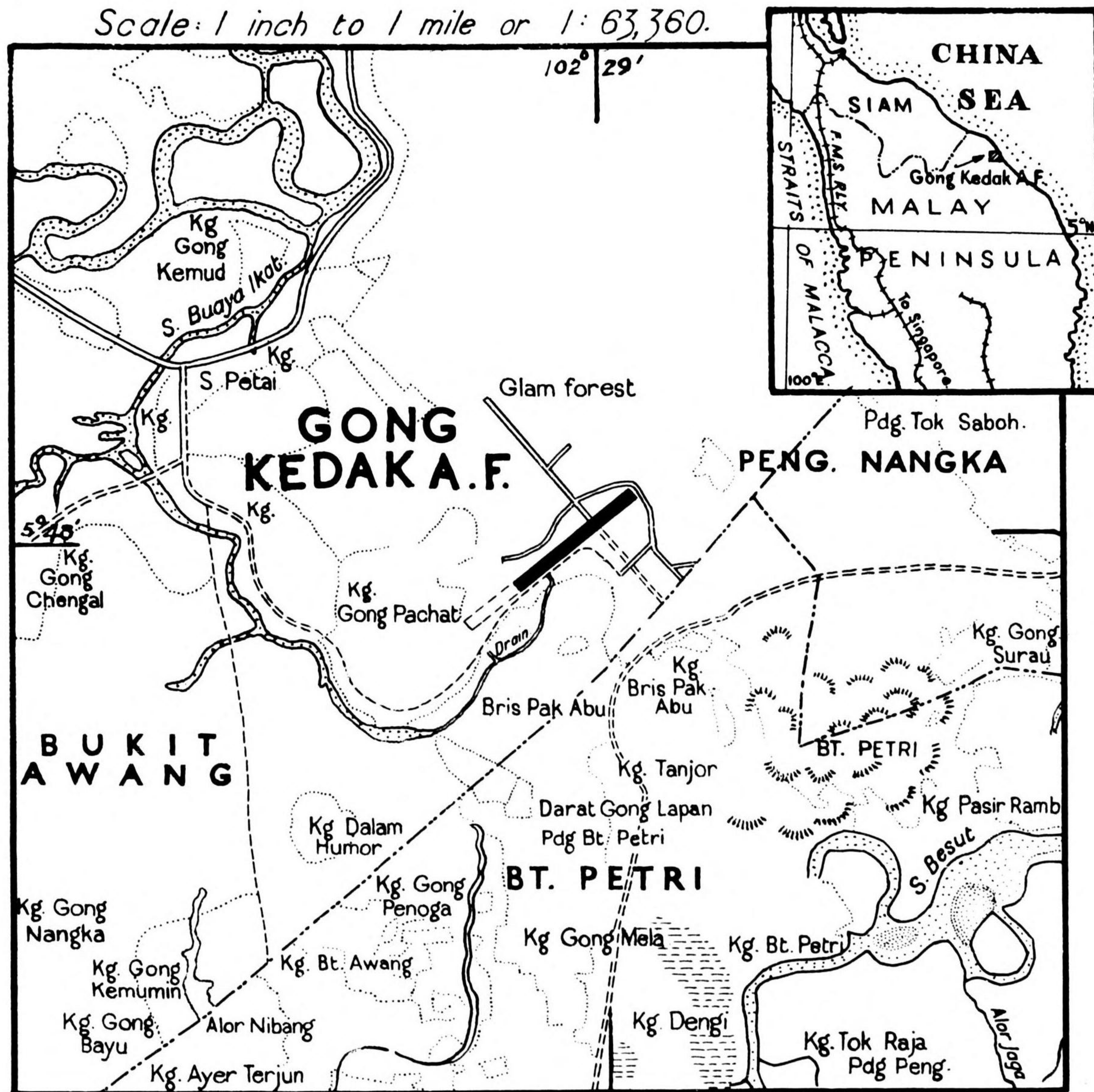
RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS
5 Feb. 1945. PRU	Shelter accomodations available for 26 aircraft, mainly cut into hillside or rising ground. Hard standings available for an additional 13 aircraft.

GONG KEDAK AIRFIELD

This strategically located ex-British site, situated in the State of Kelantan, some 4½ miles inland from the NE coast of Malaya and to the S of Kota Bharu, is reported to have received some development at the hands of the Japanese.

Scale: 1 inch to 1 mile or 1:63,360.



GONG KEDAK AIRFIELD

Co-ordinates— $5^{\circ} 48' 10''$ N; $102^{\circ} 29' 18''$ E.

Altitude (feet above mean sea level)—40.

Map Reference—Malaya 1" HIND 1035 2K/2.

Local Position and Landmarks— $2\frac{1}{2}$ miles NW of SUNGEI BESUT; $4\frac{1}{2}$ miles SSW of mouth of SUNGEI SEMERAK and coast; $5\frac{1}{2}$ miles ESE of PASIR PUTEH.

Landing Area (dimensions in feet)—Runway: NE-SW 6000-4200 x 225.

Obstructions—

Surface—Runway reported metaled, with sides flanked by earth strips, remainder of field sandy soil.

Serviceability—Believed all-weather.

Installations—

(a) Administration and Living Accommodations—Various airfield buildings. Living accommodations.

(b) Hangars and Workshops—

(c) Storage—

(i) Fuel and Oil— In blast shelters and in dumps.

(ii) Bomb and Ammunition— In blast shelters.

(iii) General Stores— In blast shelters.

(d) Telephone, W/T, Signals, etc.—

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*—

(b) *Aircraft Shelters*— See 'Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*—Nearest station TEMANGAN (25 miles SW) on KOTA BHARU - GEMAS main line.

(b) *Road*—Access road NW for $1\frac{1}{2}$ miles to main road for PASIR PUTEH ($5\frac{1}{2}$ miles WNW); whence first-class road NW to KOTA BHARU (28 miles) and SE to KUALA TRENGGANU (56 miles).

(c) *Water*— SUNGEI SEMERAK flows N.

Additional Information—An ex-British site, runway of which was under extension to 6000 feet at the time of the Japanese invasion when most of the buildings were destroyed. There are indications of development of the airfield by the Japanese, whose name for it is reported to be KOTA BHARU No.3 (KUALA BESUT).

NOTE: The information given in this Schedule is an analysis of the various reports received but to date unconfirmed by photographic reconnaissance.

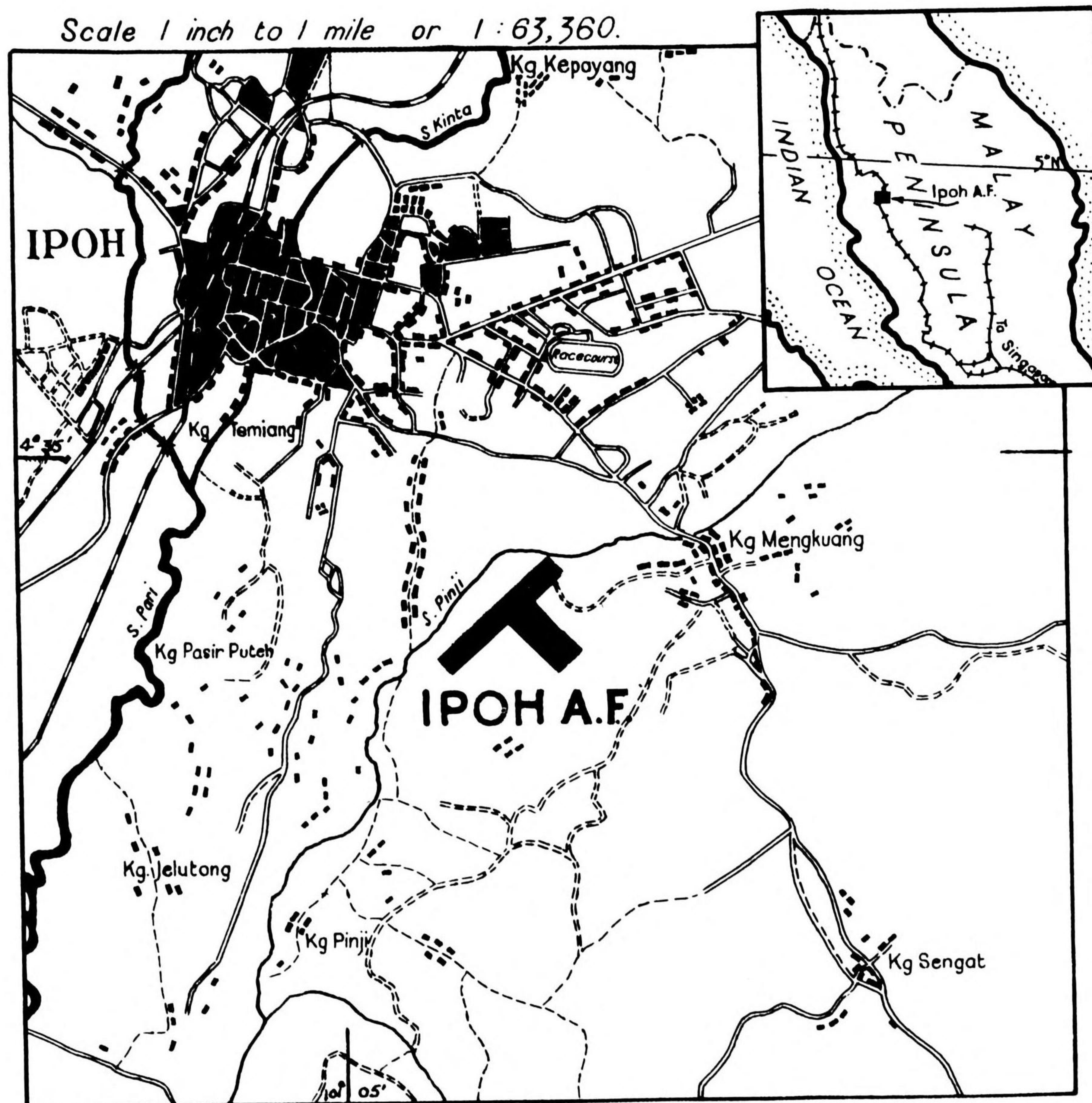
RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS

IPOH AIRFIELD

This airfield is situated in the State of Perak, in an old tin-mining area to the SE of Ipoh and near the main lines of communication between Singapore and Alor Star. The Japanese have carried out considerable development and have operated Medium Bombers from the site.

Scale 1 inch to 1 mile or 1:63,360.



IPOH AIRFIELD

Co-ordinates— $4^{\circ} 34' 30''$ N; $101^{\circ} 05' 50''$ E.

Altitude (feet above mean sea level)— 120.

Map Reference— Malaya 1" HIND 1035 2N/5.

Local Position and Landmarks— Situated in a deep valley between two ranges of hills with peaks rising over 1200 feet sheer from the plain $1\frac{1}{2}$ miles to SE. $2\frac{1}{4}$ miles SE of IPOH railway junction; 2 miles WSW of confluence of SUNGEI KINTA (which flows N-S through IPOH) and SUNGEI PARI; $3\frac{1}{2}$ miles E of MENGLEMBU railway station; 5 miles SSW of RANGKONG railway station; 13 miles NNE of TRONOH.

Landing Area (dimensions in feet)— Runway: NE-SW 4890 x 210.

Obstructions— Peaks rise sheer from the plain $1\frac{1}{2}$ miles SE.

Surface— Runway metaled, remainder of field grass.

Serviceability— Runway all-weather.

Installations—

(a) Administration and Living Accommodations— Administration buildings SE of NE end of runway. Various other airfield buildings. Living accommodations in barracks E of NE end of runway.

(b) Hangars and Workshops—

(c) Storage—

(i) Fuel and Oil— In blast shelters.

(ii) Bomb and Ammunition— In blast shelters.

(iii) General Stores— In blast shelters. Dump area E of NE end of runway.

(d) Telephone, W/T, Signals, etc.—

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*— SE: Moderate.
S: Moderate.

(b) *Aircraft Shelters*— See 'Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*— Nearest station IPOH ($2\frac{1}{4}$ miles NW) on main SINGAPORE - ALOR STAR railway, which runs N-S. Branch line SSW to TRONOH (13 miles).

(b) *Road*— First-class roads NW to TAIPING (28 miles), S to TAPAH (30 miles), and SW to LUMUT (40 miles).

(c) *Water*— SUNGEI KINTA flows N-S through IPOH ($2\frac{1}{4}$ miles NW) and converges with SUNGEI PARI S of town.

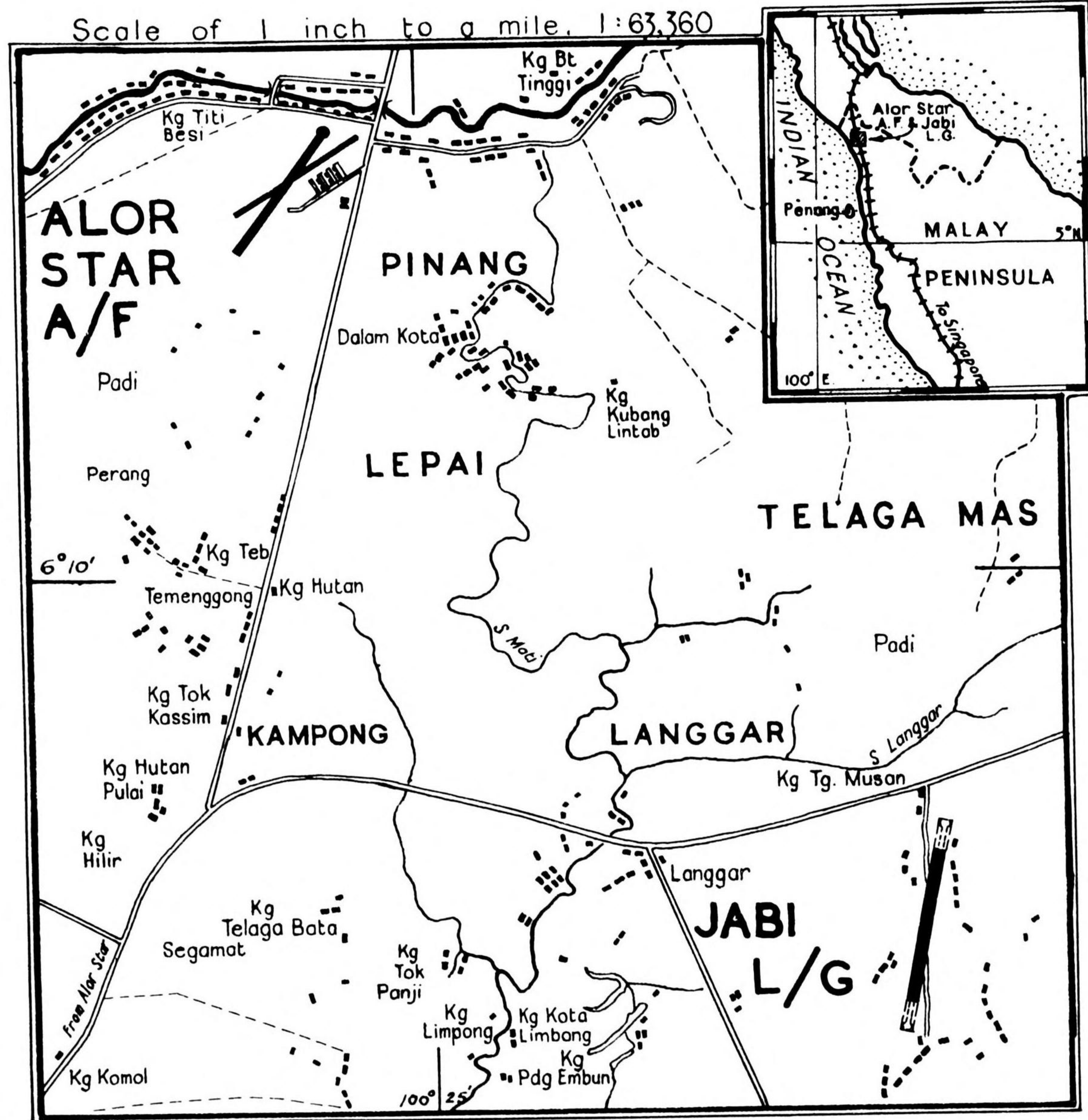
Additional Information— There were originally one runway and one strip at this ex-British site. The Japanese have metaled and extended the NE-SW runway and abandoned the NW-SE strip. Considerable damage was done to former installations prior to enemy occupation; but the main facilities, such as barracks and storage buildings, have been rebuilt. The old dispersal area is in use and has been extended and shelter accommodations have been provided for aircraft.

RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS
24 Feb. 1945. PRU	NE-SW runway being widened and probably lengthened. Shelter accommodations available for 31 aircraft.

JABI LANDING GROUND

This site, which is situated in the State of Kedah, some 10 miles inland from the NW coast of Malaya and close to the main lines of communication between Singapore and Bangkok, had only been under construction as a satellite to Alor Star Airfield for some two months prior to Japanese occupation. No report regarding Japanese development has been received and the information herein refers to the state of the site prior to the occupation.



JABI LANDING GROUND

Co-ordinates— $6^{\circ} 08' 28''$ N; $100^{\circ} 27' 18''$ E.

Altitude (feet above mean sea level)—40 (approx).

Map Reference—Malaya 1' HIND 1035 2E/13 and 14.

Local Position and Landmarks—6 miles ENE of ALOR STAR town; adjacent to and on S side of ALOR STAR - GAJAH MATI road; $1\frac{1}{4}$ miles E of LANGGAR; 5 miles SE of ALOR STAR Airfield.

Landing Area (dimensions in feet)—Single NNE-SSW 6000-foot runway projected (1941), of which 4200 x 600 had been cleared at time of invasion.

Obstructions—

Surface—

Serviceability—

Installations—

(a) Administration and Living Accommodations—

(b) Hangars and Workshops—

(c) Storage—

(i) Fuel and Oil—

(ii) Bomb and Ammunition—

(iii) General Stores—

(d) Telephone, W/T, Signals, etc.—

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*—

(b) *Aircraft Shelters*— See Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*—Nearest station ALOR STAR (6 miles WSW), on main SINGAPORE - BANGKOK line.

(b) *Road*—First-class road to ALOR STAR (6 miles WSW). Second-class road branches S at LANGGAR ($1\frac{1}{4}$ miles W) to PENDANG (11 miles).

(c) *Water*—River communications at ALOR STAR town.

Additional Information—This landing ground was under construction as a satellite to ALOR STAR Airfield at time of the Japanese invasion. Granite was on the site, and the strip may have been completed by the enemy.

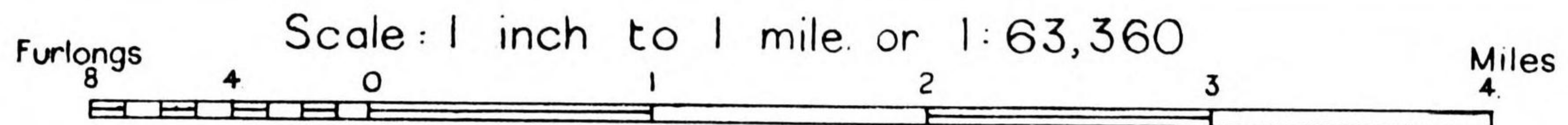
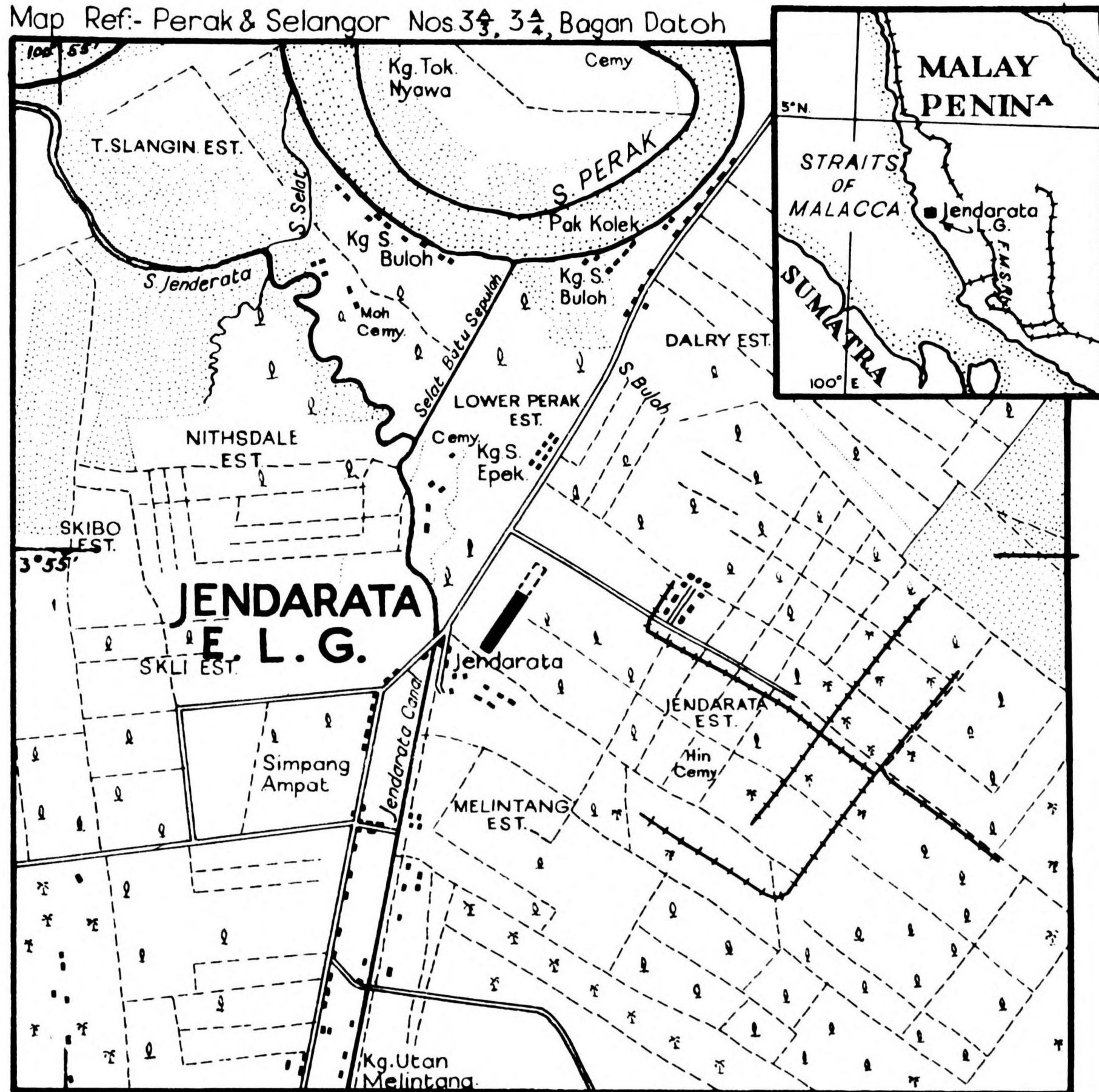
1
RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS

JENDARATA EMERGENCY LANDING GROUND

This site, which lies in the State of Perak, was formerly a small private landing ground on Jendarata Estate, a Danish rubber company, used by the Perak Flying Club. It is reported capable of extension, but no information concerning its development by the Japanese has been received and the information herein refers to its condition prior to the Japanese occupation.

Map Ref:- Perak & Selangor Nos 3 $\frac{3}{4}$, 3 $\frac{1}{4}$, Bagan Datoh



JENDARATA EMERGENCY LANDING GROUND

Co-ordinates— $3^{\circ} 54' 45''$ N; $100^{\circ} 57' 00''$ E.

Altitude (feet above mean sea level)—Negligible.

Map Reference—Malaya 1" HIND 1035 3A/3 and 4.

Local Position and Landmarks— $\frac{1}{2}$ mile NE of JENDARATA; 2 miles S of SUNGEI PERAK, and 6 miles SE of its confluence with SUNGEI DEDAP; 9 miles SW of TELOK ANSON; 4 miles N of SUNGEI BERNAM and 12 miles ENE of its mouth; $12\frac{1}{2}$ miles ESE of BAGAN DATOH.

Landing Area (dimensions in feet)—Strip: NNE-SSW 1860 (possibly 2760) x 330.

Obstructions—

Surface—Grass.

Serviceability—Dry-weather.

Installations—

(a) Administration and Living Accommodations—

(b) Hangars and Workshops—

(c) Storage—

(i) Fuel and Oil—

(ii) Bomb and Ammunition—

(iii) General Stores—

(d) Telephone, W/T, Signals, etc.—

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*—

(b) *Aircraft Shelters*— See 'Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*—Nearest station TELOK ANSON (9 miles NE) on main SINGAPORE - ALOR STAR railway.

(b) *Road*—First-class road NE to TELOK ANSON (9 miles). Second-class road SW then N to BAGAN DATOH (12½ miles WNW).

(c) *Water*—SUNGEI PERAK (2 miles N.
SUNGEI BERNAM (4 miles S).

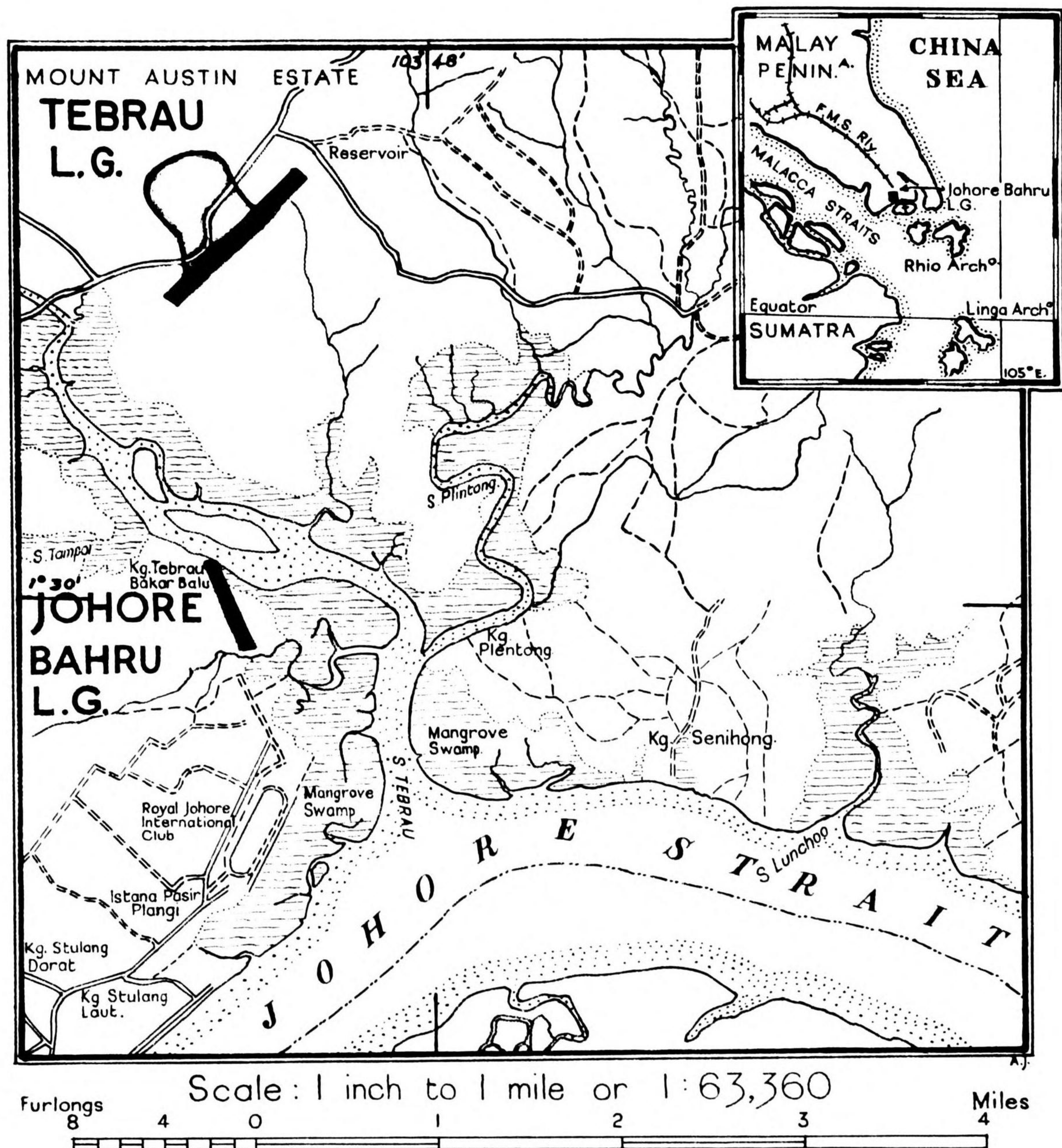
Additional Information—Extension possible in NNE direction to 6000 feet.

RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS

JOHORE BAHRU LANDING GROUND

This very low-lying ex-British site, situated in the State of Johore on the mainland N of Singapore Island on the site of the old rifle range, has been trenched by the Japanese and appears overgrown and unserviceable.



JOHORE BAHRU LANDING GROUND

Co-ordinates— $1^{\circ} 29' 51''$ N; $103^{\circ} 47' 02''$ E.

Altitude (feet above mean sea level)—Negligible.

Map Reference—Malaya 1" HIND 1035 3L/11, 12, 15, and 16.

Local Position and Landmarks—3 miles N of JOHORE BAHRU and 3 miles NNE of JOHORE CAUSEWAY; just N of racecourse; about $\frac{3}{8}$ mile SW of SUNGEI TEBRAU; 1 mile E of main JOHORE BAHRU - KOTA TINGGI road.

Landing Area (dimensions in feet)—Strip: NW-SE 2550 x 750.

Obstructions—

Surface—Grass on sandy clay soil.

Serviceability—

Installations—

(a) Administration and Living Accommodations—

(b) Hangars and Workshops—

(c) Storage—

(i) Fuel and Oil—

(ii) Bomb and Ammunition—

(iii) General Stores—

(d) Telephone, W/T, Signals, etc.—

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*—

(b) *Aircraft Shelters*— See 'Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*—Nearest station JOHORE BAHRU (3 miles S) on SINGAPORE - ALOR STAR railway.

(b) *Road*—First-class road JOHORE BAHRU - KOTA TINGGI passes 1 mile W.

(c) *Water*—SUNGEI TEBRAU.

Additional Information—This ex-British landing ground has had photographic coverage, which shows the site crossed by trenches, overgrown, and unserviceable.

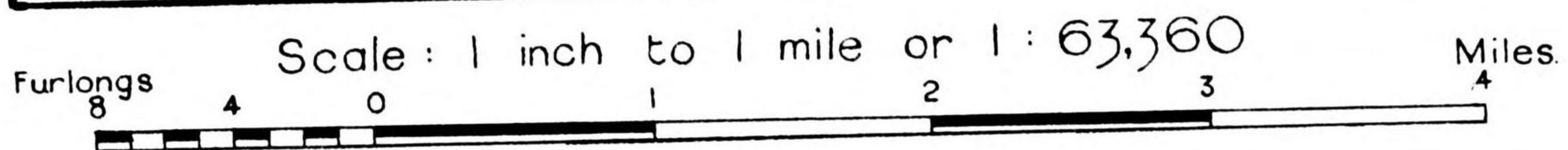
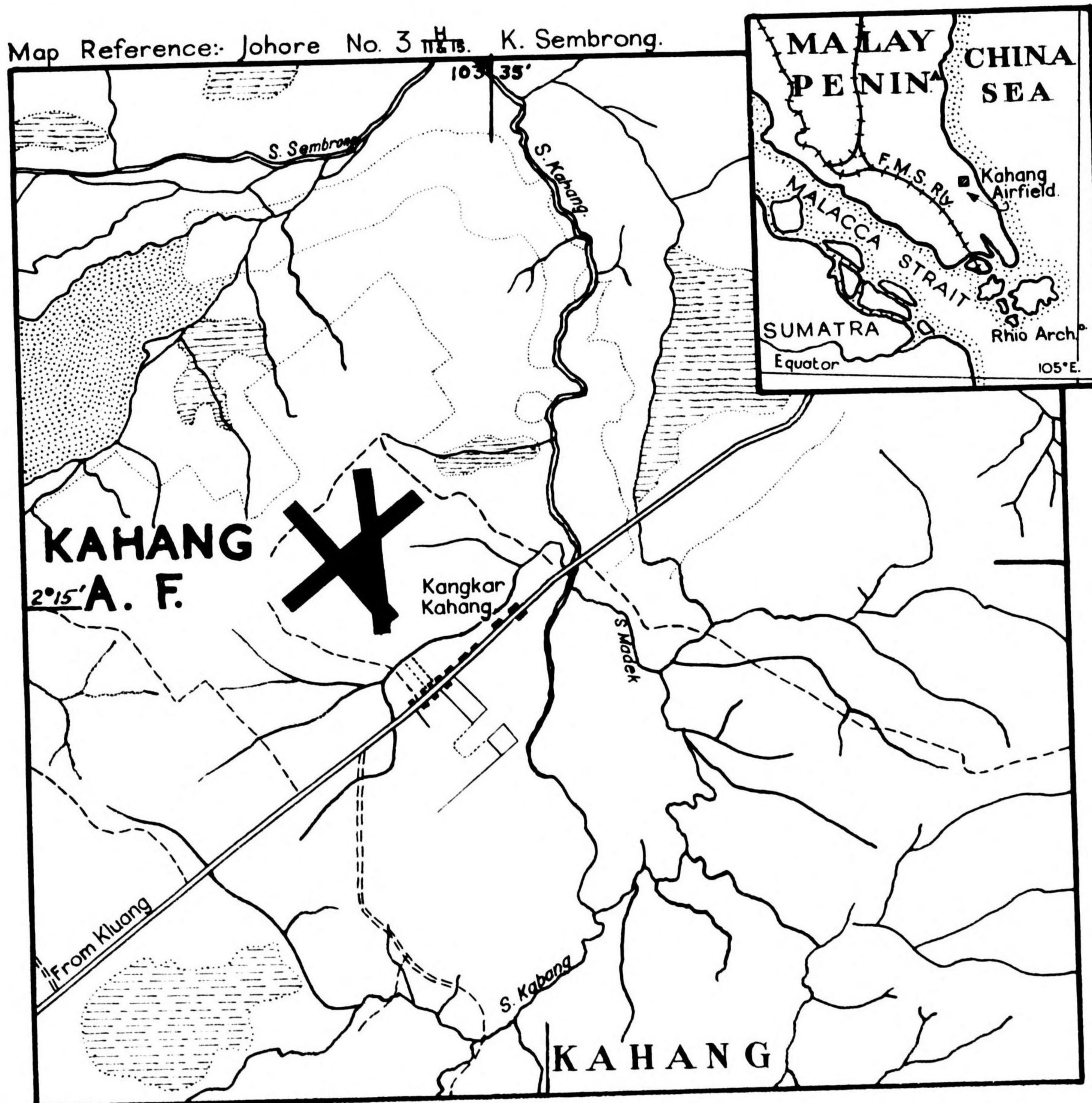
1
RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS

KAHANG AIRFIELD

This ex-British airfield is situated in the State of Johore in southern Malaya, about midway between Kluang and Mersing. The information herein refers to the state of the site prior to Japanese occupation.

Map Reference: Johore No. 3 ^H 11275. K. Sembrong.



KAHANG AIRFIELD

Co-ordinates— $2^{\circ} 15' 10''$ N; $103^{\circ} 34' 20''$ E.

Altitude (feet above mean sea level)— 100.

Map Reference— Malaya 1" HIND 1035 3H/11 and 15.

Local Position and Landmarks— 3 miles NE of KAHANG; $1\frac{1}{4}$ miles W of SUNGEI SEMBRONG and 3 miles S of its confluence with SUNGEI KAHANG. Peak height of 3312 feet lies $14\frac{1}{2}$ miles S.

Landing Area (dimensions in feet)—Intersecting strips:
No.1. NE-SW 4800 x 600
No.2. N-S 4500 x 600
No.3. NW-SE 4200 x 600

Obstructions—

Surface—Grass on sandy loam.

Serviceability—Believed all-weather.

Installations—

(a) Administration and Living Accommodations—

(b) Hangars and Workshops—

(c) Storage—

(i) Fuel and Oil—

(ii) Bomb and Ammunition—

(iii) General Stores—

(d) Telephone, W/T, Signals, etc.—

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*—

(b) *Aircraft Shelters*— See 'Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*—Nearest station at KLUANG (24 miles SW) on main SINGAPORE - ALOR STAR railway.

(b) *Road*—First-class roads SW to KLUANG (24 miles) and N to MERSING (36 miles), both connecting with road S to SINGAPORE.

(c) *Water*—SUNGEI KAHANG $1\frac{1}{4}$ miles E.

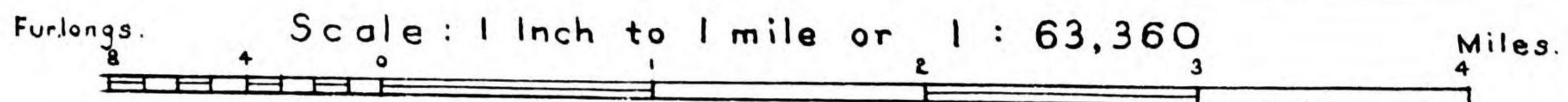
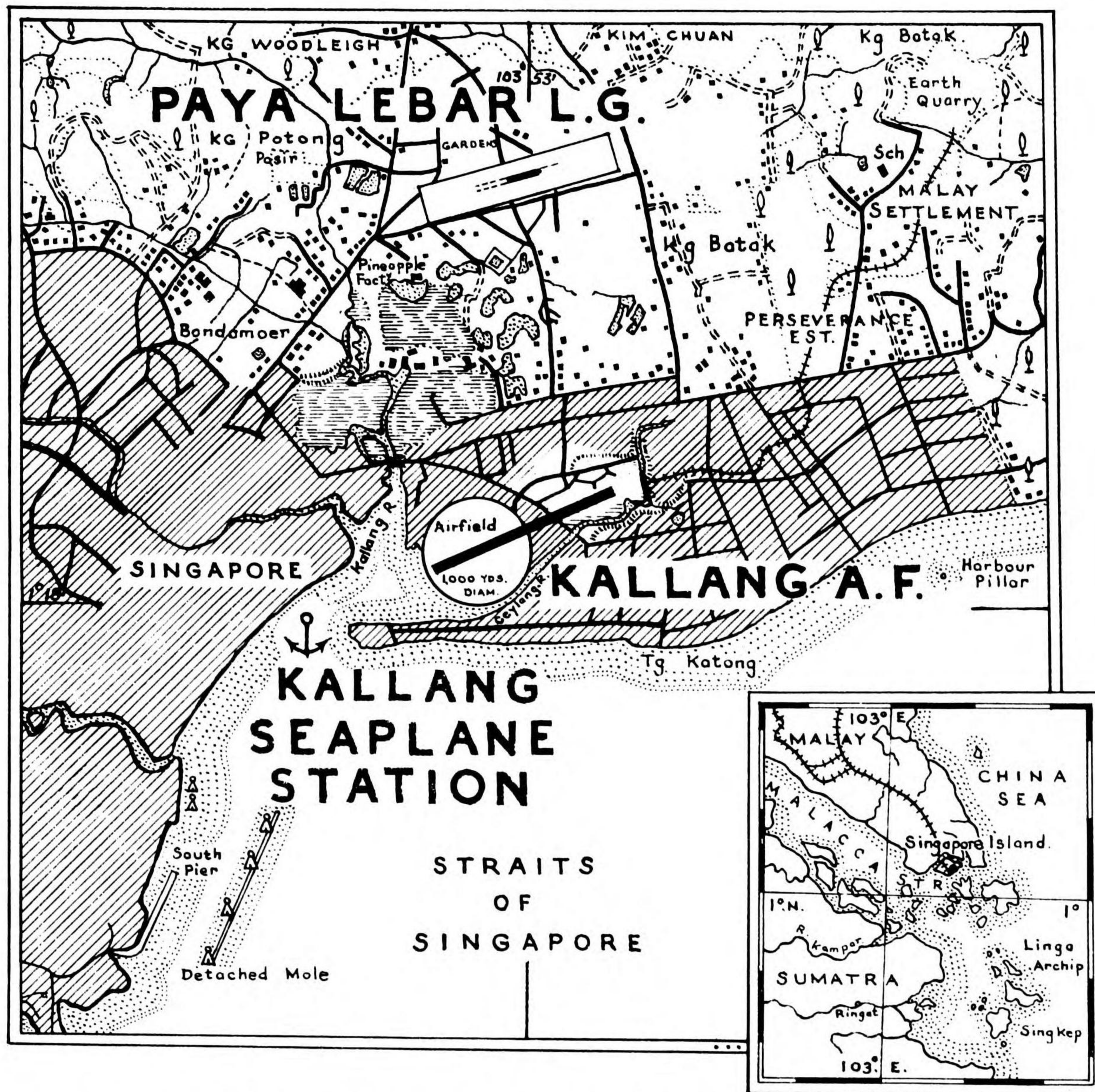
Additional Information—An ex-British site at which all installations were destroyed prior to Japanese occupation. Reported that small extension to No.2 strip is possible.

RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS

KALLANG (SINGAPORE ISLAND) AIRFIELD

This former civil airport, situated on Singapore Island immediately E of Singapore, has been extensively developed by the Japanese. Fully operational and provided with all facilities, this important airfield, which dominates the Straits of Singapore, is capable of operating all types of Japanese aircraft. It is linked with the Japanese-originated site at Paya Lebar.



KALLANG (SINGAPORE ISLAND) AIRFIELD

Co-ordinates— $1^{\circ} 18' 20''$ N; $103^{\circ} 52' 50''$ E.

Altitude (feet above mean sea level)—Negligible.

Map Reference—Malaya 1" HIND 1035 3L/11, 12, 15, and 16.

Local Position and Landmarks—Close to shore on S coast of SINGAPORE ISLAND; just E of SINGAPORE and between mouths of SUNGEI KALLANG and SUNGEI GEYLANG; 2 miles S of PAYA LEBAR Landing Ground; $3\frac{1}{4}$ miles NE of SINGAPORE railway station.

Landing Area (dimensions in feet)—Circular in shape (diameter 3000) with runway arm projecting.
Runway: ENE-WSW 5460 x 165.

Obstructions—

Surface—Slightly domed, with covering of grass over mixture of sand, clay, and gravel (swamp reclaimed land). Runway metaled.

Serviceability—Runway probably all-weather except after heavy rains, remainder of field dry-weather. Surface water reported to remain appreciable time before clearing as extensive sub-soil drainage is insufficient.

Installations—

(a) Administration and Living Accommodations— Many airfield buildings. Administration buildings to N. Living accommodations in barracks and in town.

(b) Hangars and Workshops— Hangars and repair and maintenance workshops to N.

(c) Storage—

(i) Fuel and Oil— In blast shelters.

(ii) Bomb and Ammunition— In blast shelters.

(iii) General Stores— In blast shelters.

(d) Telephone, W/T, Signals, etc.— H/F D/F.

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

Aircraft Dispersal—

(a) *Dispersal Areas*—Local: Moderate.

N : Extensive.

S : Extensive.

Extensive dispersals link with PAYA LEBAR Landing Ground.

(b) *Aircraft Shelters*— See 'Record of Major Development' overleaf.

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*—Nearest railway station SINGAPORE ($3\frac{1}{4}$ miles) on main SINGAPORE - ALOR STAR railway.

(b) *Road*—First-class main roads to SINGAPORE and PAYA LEBAR.

(c) *Water*—Full facilities at SINGAPORE.

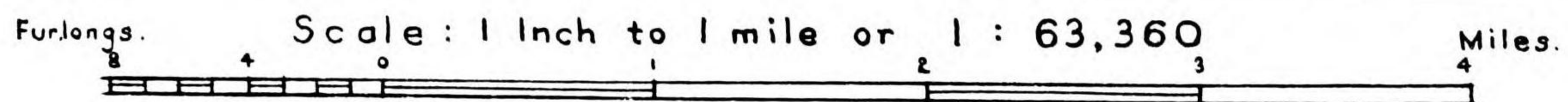
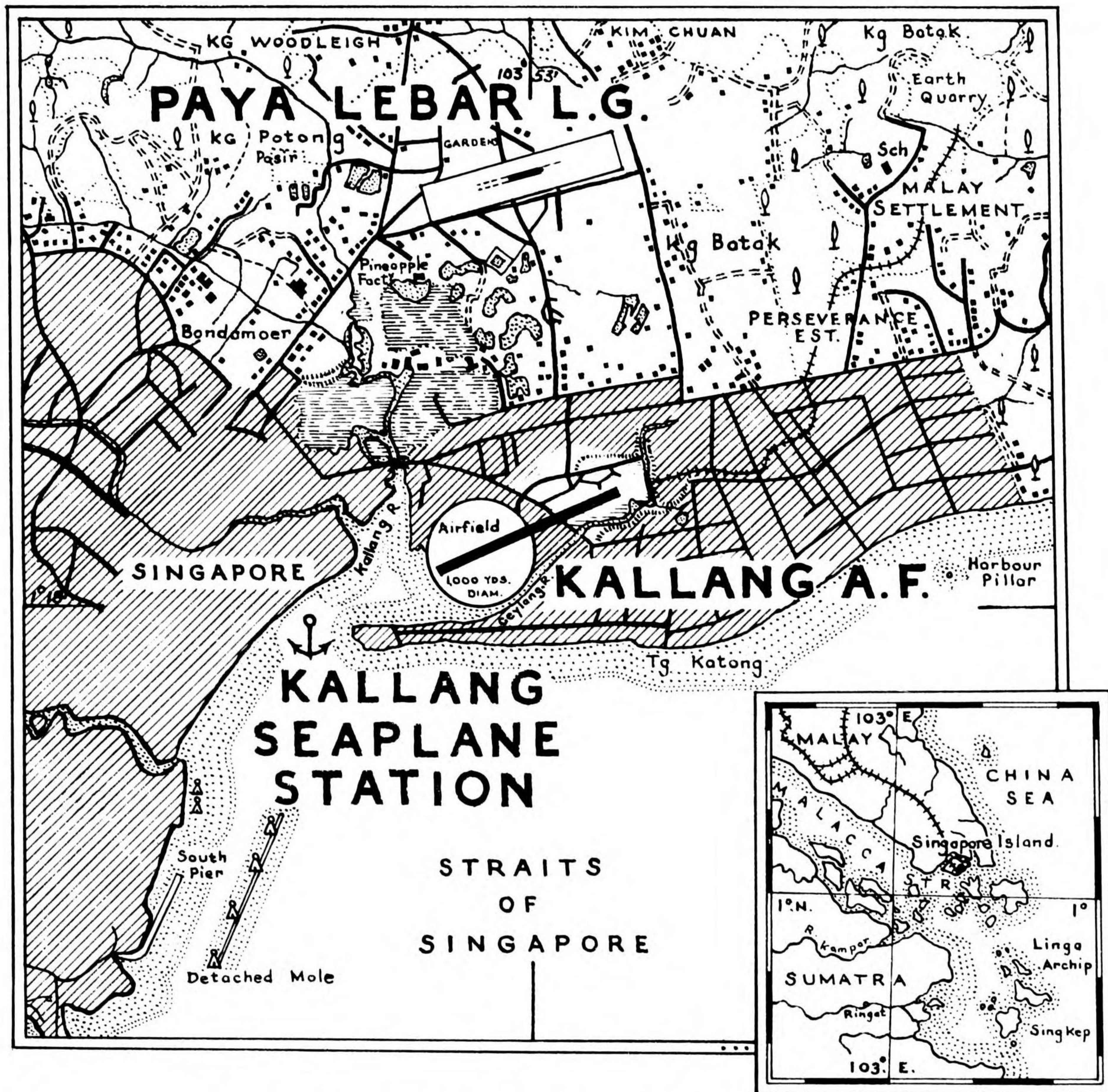
Additional Information—First reconnaissance coverage of this former civil airport of SINGAPORE since the occupation was in November 1944, at which time it was fully operational and some 81 aircraft were noted on the field. This airfield has been very considerably developed by the Japanese who have constructed a new runway and extensive dispersals and provided all facilities. Site is linked with Japanese-originated landing ground at PAYA LEBAR by ALJUNIED Road (now used as dispersal track).

RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS
8 Nov. 1944. PRU	Shelter accommodations available for 26 aircraft. Hard standings along ALJUNIED Road increase accommodations.

KALLANG (SINGAPORE ISLAND) SEAPLANE STATION

Situated on Singapore Island between Kallang Airfield and Singapore, this seaplane station was provided with complete facilities prior to the Japanese invasion.



KALLANG (SINGAPORE ISLAND) SEAPLANE STATION

Co-ordinates— $1^{\circ} 17' 30''$ N; $103^{\circ} 52' 30''$ E.

Altitude (feet above mean sea level)—

Map Reference—Malaya 1" HIND 1035 3L/11, 12, 15, and 16.

Local Position and Landmarks—Situating off W perimeter of KALLANG Airfield, between the latter and SINGAPORE; $2\frac{1}{4}$ miles S of PAYA LEBAR; $10\frac{1}{2}$ miles SW of CHANGI.

Alighting Area—N of headland that encloses estuaries of SUNGEI KALLANG and SUNGEI GEYLANG.

Obstructions—

Surface—

Serviceability—

Installations—

(a) Administration and Living Accommodations—At KALLANG Airfield.

(b) Hangars and Workshops—Hangars and repair facilities at KALLANG Airfield.

(c) Storage—

(i) Fuel and Oil—At KALLANG Airfield.

(ii) Bomb and Ammunition—At KALLANG Airfield.

(iii) General Stores—At KALLANG Airfield.

(d) Telephone, W/T, Signals, etc.—

Installations---Continued

(e) *Night Landing*—

(f) *Water*—

(g) *Slipways and Jetties*—Slipways

(h) *Moorings and Anchorage*—

Defenses— See current report on 'Japanese A.A. Defenses'

Access—

(a) *Rail*—Nearest railway station SINGAPORE ($3\frac{1}{4}$ miles SW) on main SINGAPORE - ALOR STAR railway.

(b) *Road*—First-class roads to PAYA LEBAR ($2\frac{1}{4}$ miles N) and NE to CHANGI ($10\frac{1}{2}$ miles).

(c) *Water*— SUNGEI KALLANG and SUNGEI GEYLANG.

Additional Information—KALLANG Airfield is adjacent, and its facilities can be utilized. Air reconnaissance in November 1944 disclosed that the timber boom and light buoys that indicated the seaplane approach appear to have been removed.

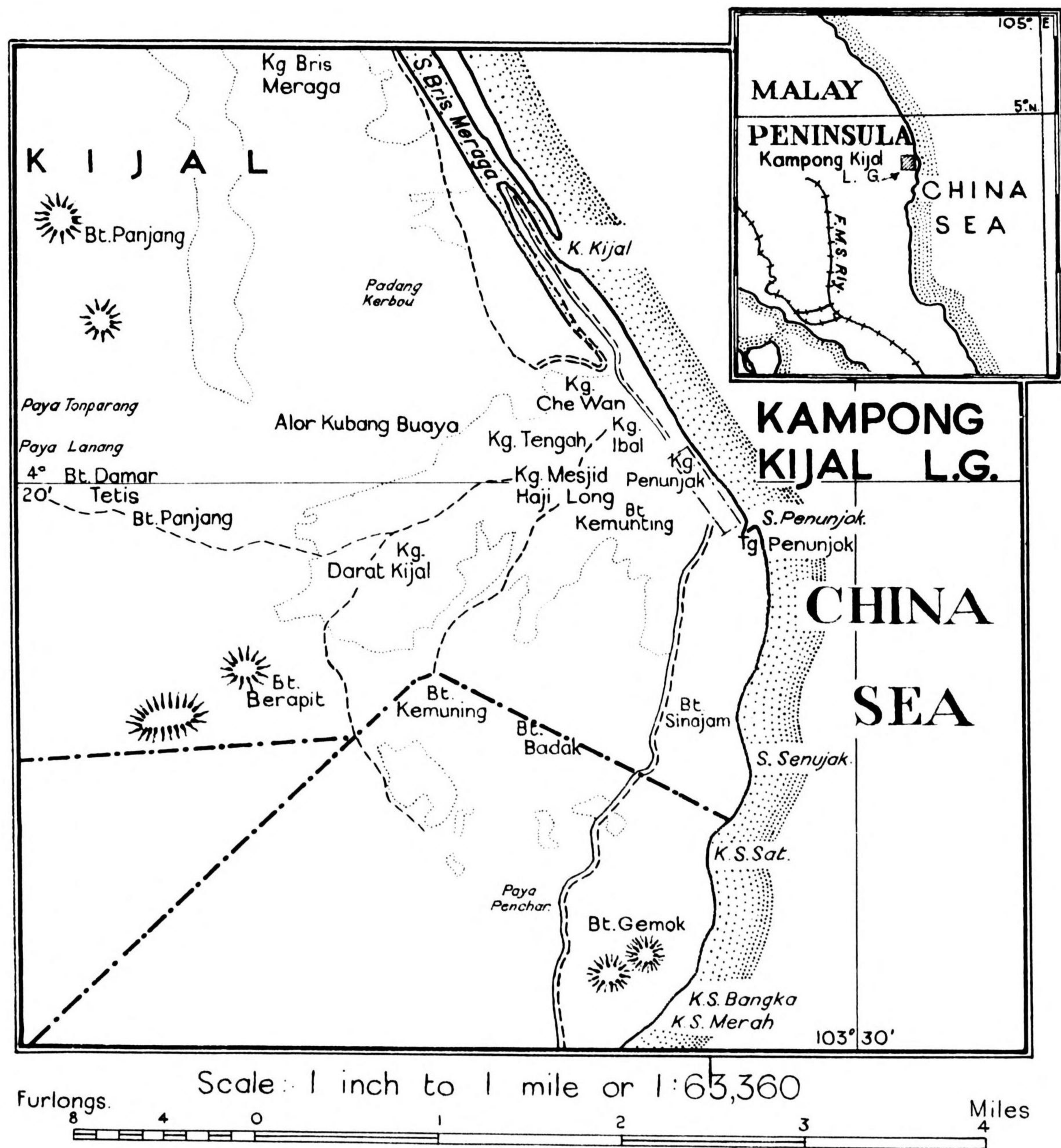
RECORD OF MAJOR DEVELOPMENT

DATE AND SOURCE	DETAILS

CONFIDENTIAL

KAMPONG KIJAL LANDING GROUND

This ex-British emergency site is situated in the State of Kuantan, adjacent to the seashore. The information contained herein refers to the state of the site prior to Japanese occupation.



KAMPONG KIJAL LANDING GROUND

Co-ordinates— $4^{\circ} 21' N$; $103^{\circ} 28' E$.

Altitude (feet above mean sea level)—Negligible.

Map Reference—Malaya 1" HIND 1035 2P/10.

Local Position and Landmarks—On seashore, $1\frac{1}{2}$ miles SSE of KAMPONG KIJAL; 7 miles S of KEMASIK; $7\frac{1}{2}$ miles SE of AYER JERNEH village; about 10 miles N of CHUKAI. $8\frac{1}{4}$ miles W, main KEMASIK - AYER PUTEH road crosses SUNGEI IBOK.

Landing Area (dimensions in feet)—N-S 2640 x 540 (approx).

Obstructions—

Surface—Grass over sand.

Serviceability—All-weather except after heavy rain.

Installations—

(a) Administration and Living Accommodations—

(b) Hangars and Workshops—

(c) Storage—

(i) Fuel and Oil—

(ii) Bomb and Ammunition—

(iii) General Stores—

(d) Telephone, W/T, Signals, etc.—