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**GENERAL HEADQUARTERS  
6-2  
FAR EAST COMMAND**

File. 686

Date From Jan To Dec 9 1949

Line No 1 To \_\_\_\_\_

Book #1

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CONFIDENTIAL

North Korea

TB 2565 No. 4752  
Airfield Construction in SINMAK (920-1740)  
T/I, G-2, GHQ, FEC  
C-6  
none

5 Oct 1949

KMAG Liaison Office, APO 404

5 Dec 1949

confidential informant

This is Korea Liaison Office Report No. 200-B, dated 27 October 1949, containing information on the construction of an airfield which has just begun about 2 1/2 km northwest of SINMAK RR Station. The field covers 70,000 pyong (1 pyong = 3.954 sq yds). Estimated date of completion is March 1950.

For the Assistant Chief of Staff, G-2;

J. E. POLK  
Lt Col, GSC  
Asst Exec, G-2

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*Dispatched 9 Dec 49 EKW*

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North Korea

FB 2565 No. 1752

Airfield Construction in SINMAK (920-1740)

T/I, G-5, GEC, TEC

G-6

none

KMAG Liaison Office, APO 404

2 Oct 1950

confidential informant

2 Dec 1950

This is Korea Liaison Office Report No. 200-B, dated 27 October 1950, containing information on the construction of an airfield which has just begun about 2 1/2 km northwest of SINMAK RR Station. The field covers 70,000 pyong (1 pyong = 3.254 sq yds). Estimated date of completion is March 1951.

For the Assistant Chief of Staff, G-5:

Asst Exec, G-5  
Lt Col, GSC  
J. H. FOLK

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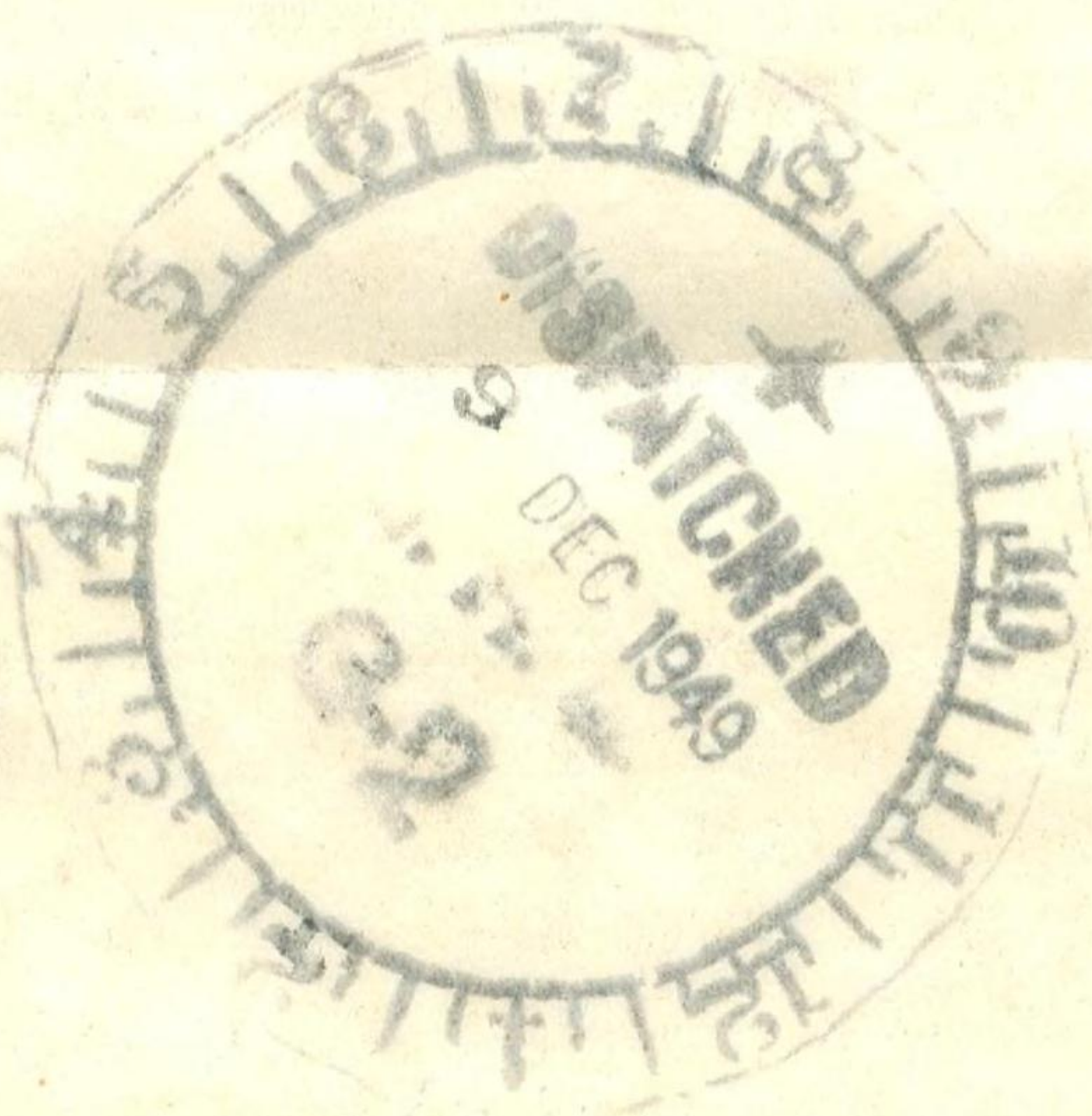
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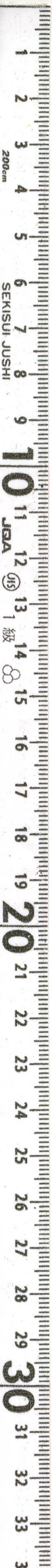
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TB 2565 No. 4752  
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## AIRFIELD CONSTRUCTION IN SINMAK (920-1740)

**Location** On the PONGSAN and SOHUNG Counties' boundry, about 2½ km northwest of SINMAK RR Station.

**Dimension** 70,000 PYONG (1 pyong is 3.954 sq yds)  
(35,000 pyong of dry fields)  
(25,000 pyong of rice paddies)  
(10,000 pyong of vacant land)

**Date Construction Started** 5 August 1949

**Estimated Date of Completion** March 1950

**Responsible Office** Engineering Company, U/I Constabulary Guard Battalion, SINMAK.

**Organization**

- General Affairs Section
- Workers Organization Section
- Workers Mobilization Section
- Labor Insurance Sanitation Section
- Work Supervising Section
- Guard Section

**NOTE:** Roster and number of employees of each section are unknown. The workers organization section and workers mobilization section are composed of village and sub-village chiefs from each village and county.

**Labor** All male adults of HWANGHAE DO, possessing citizenship cards are drafted for 10 days compulsory labor. All hotels and private homes in SINMAK and its vicinity are filled up by laborers from remote locations. Every worker has to supply 1½ small mal of rice for his meals during the 10 days' labor. (1 mal weights approximately 15 lbs). After the harvesting is completed the mobilization section expects to draft 2,000 men per day.

**Working Hours** 0800 to 1700 hours.  
From 2000 hours to 2200 hours laborers attend Culture and Propaganda meetings.

**Equipment** 16 tractors (These arrived at SINMAK RR Station on 20 August 1949. Only 2 are in working condition). 20 trucks (approximately) (All privately owned) 40 privately owned horses and ox wagons are being drafted daily.

**Work Progress** The construction of the airfield has just began, therefore the only visible progress is the level ground.

**Guards** Eight barracks for housing laborers have been constructed, each one story, of dirt construction, with straw roof. 30 by 8 meters and 5 meters high. Barracks are built in two rows, 20 meters apart. Other buildings being constructed are of the same type. Guards armed with M/N rifles and "99" type Japanese rifles are from the Engineering company.

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China

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TB 2368 No. 4466

Far East Air Forces Air Intelligence Reports

T/1, G-2, GHQ, FEAF

see rpts

1949

22 Sept 1949

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A-2, FEAF

see reports

Forwarded herewith one (1) copy each of the following Far East Air Forces Intelligence Information Reports:

<u>Report No.</u>	<u>Subject</u>	<u>Date</u>	<u>Area Reported On</u>
IR-237-49	Nanyuan Airfield	26 Aug 1949	China
IR-240-49	Peiping Airfield	27 Aug 1949	China
IR-242-49	Chinese Communist Air Force	29 Aug 1949	North China-Manchuria
IR-243-49	Chinese Communist Airfields	30 Aug 1949	North China-Manchuria
IR-247-49	Coal Mines of North China	8 Aug 1949	China
IR-264-49	Peling (Mukden North) Airfield	13 Sept 1949	Mukden, Manchuria

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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Russia and Russian dominated areas

TB 2336 4545

Air Intelligence Information Reports

T/I, G-2, GHQ

see inclosures

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30 Aug 1949

16

Headquarters, Far East Air Forces

Mostly Japanese repatriates see inclosures

Forwarded herewith one (1) copy each of the following Air Intelligence Information Reports prepared by Headquarters, Far East Air Forces:

Report No.	Date	Airfield	Location
IR-227-49	20 Aug 1949	USSR Weather and Aircraft Warning Station at SHANA	Etorofuto, Kurile Islands
IR-226-49	20 Aug 1949	KUYBYSHEVKA Airfield	Transbaikal MD, USSR
IR-228-49	20 Aug 1949	KONOTORO Airfield	Sakhalin Island
IR-229-49	22 Aug 1949	NAIRO Airfield	Far East MD, USSR
IR-231-49	23 Aug 1949	MALTA Airfield	East Siberia MD, USSR
IR-230-49	23 Aug 1949	Airfields in Vicinity of MUKDEN	Manchuria
IR-213-49	8 Aug 1949	YELIZOVO Airfield, Petropavlovsk	Kamchatka
IR-214-49	8 Aug 1949	Airfield at TORO	Sakhalin Island, USSR
IR-216-49	10 Aug 1949	TENNMI Airfield	Kurile Islands, USSR
IR-217-49	11 Aug 1949	KOMSOLOLSK Airfield and Aircraft Plant, Komsomolsk, Siberia	

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TB 2336 4545

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IR-218-49	13 Aug 1949	CHITA Airfields and Area Information	Chita, Siberia
IR-219-49	15 Aug 1949	ROGAN Area	Western USSR
IR-221-49	16 Aug 1949	VOEDVIZHENKA Airfield	Voroshilov, Siberia
IR-220-49	15 Aug 1949	YELIZOVO Airfield, Petropavlovsk	Kamchatka, USSR
IR-222-49	18 Aug 1949	UGOL'NAYA Airfield	Vladivostok, Siberia
IR-212-49	8 Aug 1949	Airfields at CHKALOV	Western USSR

For the Assistant Chief of Staff, G-2:

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J. H. POLK  
 Lt Col, GSC  
 Asst Exec, G-2

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Russia and Russian dominated areas

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Air Intelligence Information Reports

TR 2336 1949

R/I, G-2, GHO

see inclusions

16

Headquarters, Far East Air Forces

see inclusions

Mostly Japanese reparations see inclusions

30 Aug 1949

Forwarded herewith one (1) copy each of the following Air Intelligence Information Reports prepared by Headquarters, Far East Air Forces:

Report No.	Date	Airfield	Location
IR-227-19	20 Aug 1949	USSR Weather and Aircraft Warning Station at BRANA	Kororoko, Kurile Islands
IR-228-19	20 Aug 1949	KUYBISHEVKA Airfield	Transbaikalian MD, USSR
IR-229-19	20 Aug 1949	KONOTONO Airfield	Sakhalin Island
IR-230-19	22 Aug 1949	HALBO Airfield	Far East MD, USSR
IR-231-19	23 Aug 1949	KALTA Airfield	East Siberia MD, USSR
IR-232-19	23 Aug 1949	Airfields in vicinity of MURDAN	Manchuria
IR-233-19	8 Aug 1949	YELIZOVO Airfield, Petrozavlovsk	Kamchatka
IR-234-19	8 Aug 1949	Airfield at TOND	Sakhalin Island, USSR
IR-235-19	10 Aug 1949	TERENI Airfield	Kurile Islands, USSR
IR-236-19	11 Aug 1949	KONSONCHIK Airfield and Aircraft Plant, Konsonochik, Siberia	

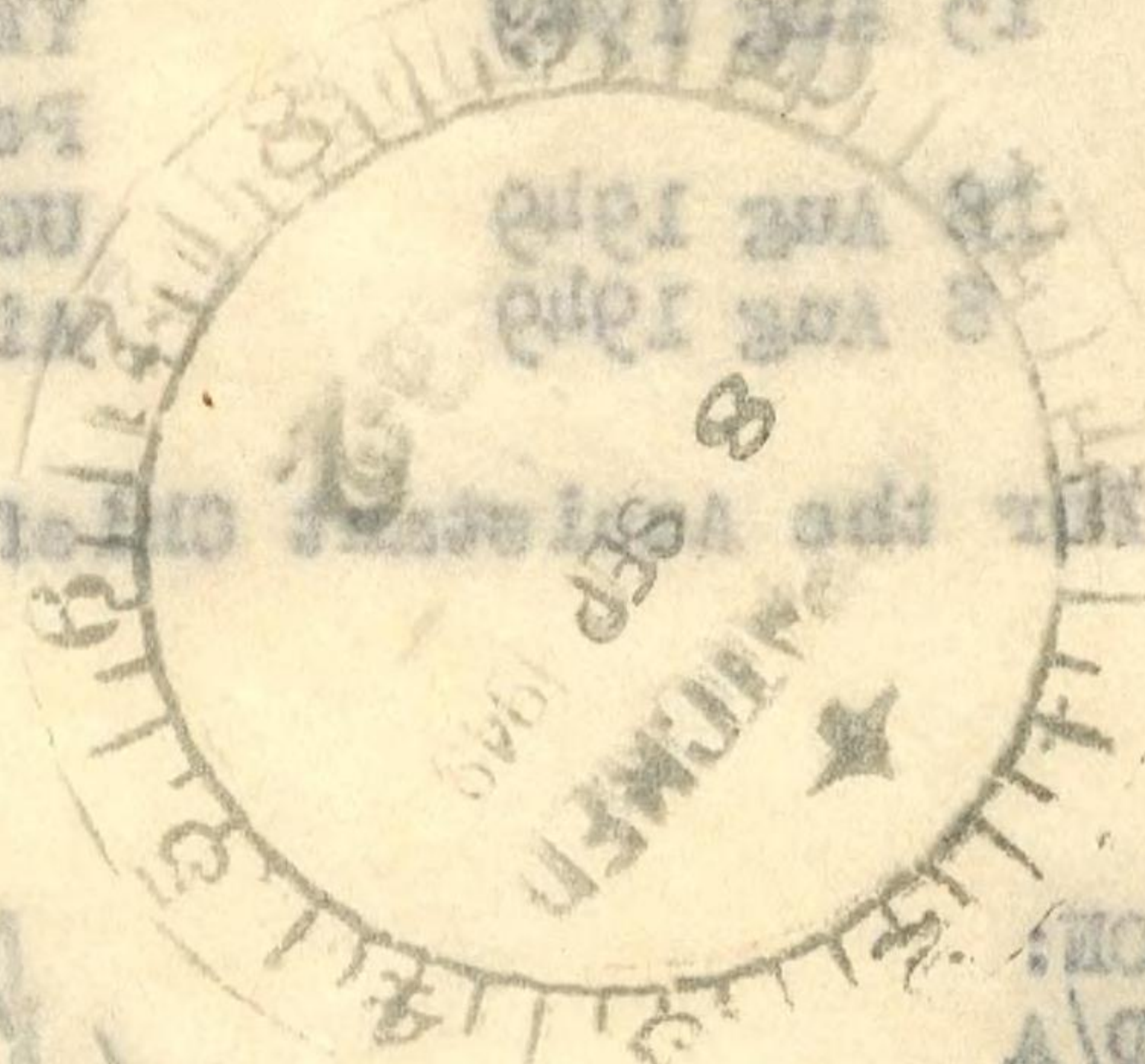
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TR 2336 1949

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IR-238-19	17 Aug 1949	GHITA Airfields and Area Information	China, Siberia
IR-239-19	15 Aug 1949	ROGAN Area	Western USSR
IR-240-19	16 Aug 1949	VORUZHESHKA Airfield	Voronezhov, Siberia
IR-241-19	15 Aug 1949	YELIZOVO Airfield, Petrozavlovsk	Kamchatka, USSR
IR-242-19	18 Aug 1949	UGOL'NAYA Airfield	Vladivostok, Siberia
IR-243-19	8 Aug 1949	Airfields at CHKALOV	Western USSR

For the Assistant Chief of Staff, G-2:



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- 1 G-2, GHO, WFO
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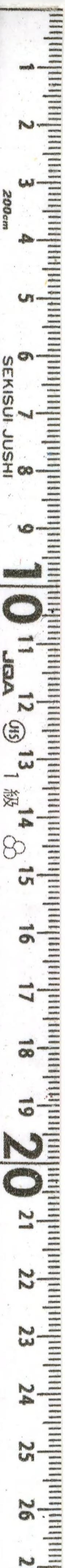
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Japan

TB 2161 4319  
Category "B" Airfields, Japan  
T/I, G-2, GHQ FEC  
A-1

May 1949

21 July 1949

1

Hqs. Far East Air Forces

Hqs. Fifth Air Force

Forwarded herewith one (1) copy of Air Intelligence Information Report IR-133-49 dated 2 July 1949. The following summary was prepared by Hqs. Far East Air Forces:

"A survey of Japanese airfields has to date indicated that sixteen airfields in JAPAN are abandoned, but could be readily rehabilitated with minimum effort or are yet serviceable. Runways on some of these installations are in poor condition at present and suitable only for light aircraft or emergency use by C-47's.

COMMENTS OF APPROVING OFFICER: None of these installations is known to be maintained. Original report was evaluated as C-2 by Hqs. Fifth Air Force. Reconsideration raising the evaluation to A-1 was subsequently forwarded to this headquarters by radio. The installations are plotted on the attached map (Inclosure 2)."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Excc, G-2

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Okinawa

22870

TB 2178 4323

Category "B" Airfields on OKINAWA, Ryukyu Islands

T/I, G-2, GHQ

14 June 1949

21 July 1949

1

Headquarters, Far East Air Forces

Headquarters 20th Air Force

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-171-49, dated 11 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"There are eight (8) airfields on OKINAWA which are considered abandoned but serviceable or capable of being readily rehabilitated.

FUTEMA, YONABARU, AWASE, MOTOBU, IE SHIMA, BOLO, and YONTAN are considered current emergency strips. Subject to erosion, however, these airfields are deteriorating.

COMMENTS OF APPROVING OFFICER: These landing grounds may be of strategic value as their possible future employment as operational bases would permit tremendous increase in aircraft capacity of the islands, or serve purposes of dispersal of aircraft."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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OKINAWA

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21 JUL 1949

Category "B" Airfields on OKINAWA, Ryukyu Islands

T/1, G-2, GHD

Headquarters 50th Air Force  
21 July 1949

Headquarters, 7th Air Force  
14 June 1949

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-17-1, dated 11 July 1949. The following summary was prepared by Headquarters, 7th Air Force:

There are eight (8) airfields on OKINAWA which are considered abandoned but serviceable or capable of being readily rehabilitated. YUTAMA, YONABARU, ANASE, MOTOMU, IK SHIMA, KIKO, and YONVAN are considered current emergency strips. Subject to erosion, however, these airfields are deteriorating.

COMMENTS OF APPROVING OFFICER: These landing grounds may be of strategic value as their possible future employment as operational bases would permit tremendous increase in aircraft capacity of the islands, or serve purposes of dispersal of aircraft. For the Assistant Chief of Staff, G-2:

J. H. POSEY  
Lt Col, GSC  
Asst Exec, G-2

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Manchuria

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Tuman Airfield, Manchuria

T/I, G-2, GHQ

F-3

1946

15 July 1949

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Headquarters, Far East Air Forces,  
SCAP

Korean repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No IR-103-49, dated 17 May 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"1. Tuman (Tomen) Airfield (43°00'N/129°50'E) was observed by a Korean Repatriate who lived in Tuman from 1937 to 1946.

2. The rolled sod airfield, approximately 3300 X 2640 feet N/S, was located at Tuman. The runway, approximately 1155 X 99 feet N/S, formerly asphalt, was cut into four sections by three large ditches to prevent aircraft operations (July 1946). Facilities consisted of nine open dirt revetments. Other facilities and buildings were torn down after V-J Day. The majority of the airfield area is utilized for vegetable gardens.

3. People's Liberation Army (Chinese 8th Route Army) Headquarters was located in a former department store in Tuman. The former Tuman Elementary School building

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located one mile SW of Tuman RR Station and former Japanese Kempel Tai buildings were used to billet People's Liberation Army personnel. Two former Japanese magazines (semi-revetted, steel-concrete buildings) were being used by People's Liberation Army as a powder and ammunition dump.

Approximately 10 former Japanese military barracks were not in use (August 1946).

The Tuman RR Hospital (capacity 100 patients) is located approximately one and one-half (1½) miles south of Tuman RR Station.

COMMENTS OF PREPARING OFFICER: Indications that this field has been deleted as a landing ground and is being cultivated is further substantiated by another report (1947 information). If true, this information would refute earlier reports that the Chinese Communists were using the airfield for pilot training."

For the Assistant Chief of Staff, G-2:

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J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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Memorandum

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Tuan Airfield, Manchuria

2/1, G-2, GHO

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15 July 1949

1949

Headquarters, Far East Air Forces

Korean Reptairate

Forwarded herewith one (1) copy of Air Intelligence Information Report No IR-107-19, dated 17 May 1949. The following summary was prepared by Headquarters, Far East Air Forces:

1. Tuan (Tuan) Airfield (37°00'N/122°30'E) was observed by a Korean Reptairate who lived in Tuan from 1937 to 1946.

2. The rolled and airfield, approximately 3300 X 2500 feet E/S, was located at Tuan. The runway, approximately 1155 X 99 feet E/S, formerly asphalt, was cut into four sections by three large ditches to prevent aircraft operations (July 1946). Facilities consisted of nine open dirt runways. Other facilities and buildings were torn down after V-J Day. The majority of the airfield area is utilized for vegetable gardens.

3. People's Liberation Army (Chinese 8th Route Army) Headquarters was located in a former department store in Tuan. The former Tuan Elementary School building

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located one mile SW of Tuan RR Station and former Japanese Kamput Tai buildings were used to billet People's Liberation Army personnel. Two former Japanese magazines (semi-revetted, steel-concrete buildings) were being used by People's Liberation Army as a powder and ammunition dump.

Approximately 10 former Japanese military barracks were not in use (August 1946).

The Tuan RR Hospital (capacity 100) located approximately one and one-half (1 1/2) miles south of Tuan RR Station.

COMMENTS OF REPAIRING OFFICER: Initial inspection of the landing ground and its being cultivated. It is true, this information was being reported by another report (1947 information). Chinese Communists were using the airfield for landing.

For the Assistant Chief of Staff, G-2:



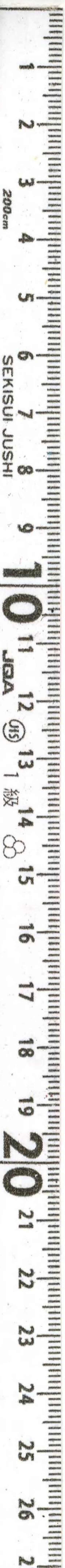
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J. E. HOIR  
Lt Col, GSO  
Asst Exec, G-2

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DATE - 1575

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North Korea

TB 2321 4534

ONSSEI-RI Airfield, North Korea

T/I, G-2, GHQ

F-2

April 1949

22 Aug 1949

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Headquarters, Far East Air Forces

Korean refugees

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-203-49, dated 30 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"A second airfield just NW of ONSSEI-RI (Onjong-ni) (38-53'N/125-13'E), which is about 16 miles NW of CHINNAMPO on the west coast of North Korea, is known as "New Onjong-Ni", or "Onjong-Ni #2" Airfield. This landing ground constructed by the Japanese was 90% complete by 1945, but was stripped of equipment by the Soviets and abandoned. In Min Gun (North Korean Military Forces) are now reported to be using both fields at Onjong-Ni. The field has no paved runways, but has underground hangars, possibly limited repair facilities, drum fuel storage, and one surface building.

The field is indicated to be serviceable for fighter aircraft.

COMMENTS OF APPROVING OFFICER: An additional field in this location having previously

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TB 2321 4534

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been reported by fairly reliable sources and by other Korean refugees, is now considered confirmed. This second LG is a satellite strip for emergency use and dispersal of aircraft from Onsei-RI (#1) Airfield.

The landing ground is not listed in any USAF publication.

For the Assistant Chief of Staff, G-2:

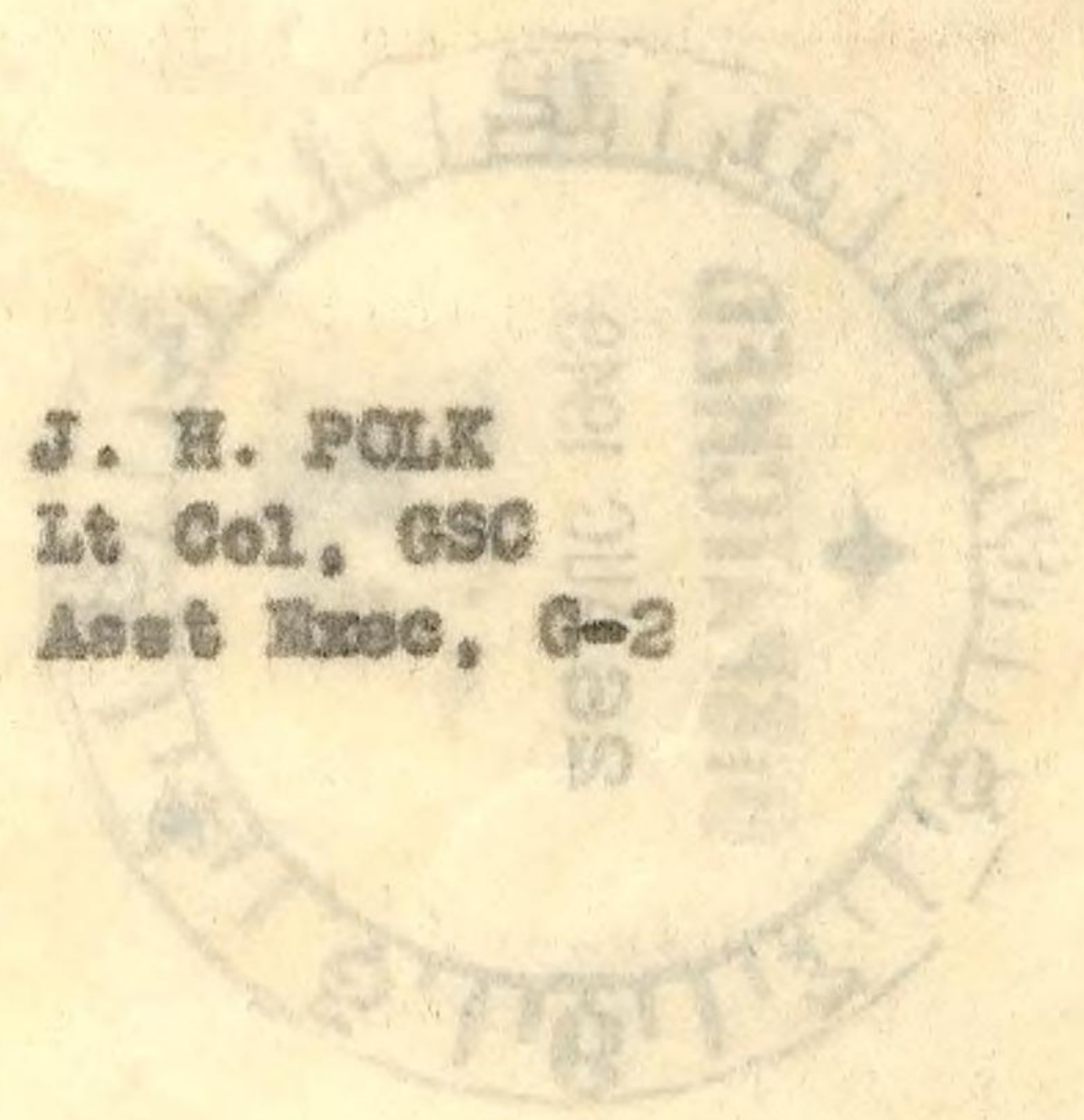
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J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2



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North Korea

ONJONG-RI AIRFIELD, North Korea

T/I, G-2, GHO

R-2

Headquarters, Far East Air Forces

April 1949

22 Aug 1949

Korean refugees

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IN-305-49, dated 30 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

A second airfield just NW of ONJONG-RI (Onjong-ri) (38-53'N/125-13'W), which is about 16 miles NW of CHINKHANGPO on the west coast of North Korea, is known as "New Onjong-RI" or "Onjong-RI 2nd Airfield." This landing ground constructed by the Japanese was not complete by 1948, but was stripped of equipment by the Soviets and abandoned. In the past (North Korean Military Forces) are now reported to be using both fields at ONJONG-RI. The field has no paved runways, but has underground hangars, possibly limited repair facilities, drum fuel storage, and one surface building.

The field is indicated to be serviceable for fighter aircraft.

COMMENTS OF APPROVING OFFICER: An additional field in this location having previously

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IN 3331 4834

been reported by fairly reliable sources and by other Korean refugees, is now considered confirmed. This second field is a satellite strip for emergency use and dispersal of aircraft from Onjong-RI (1st) Airfield.

The landing ground is not listed in any USAF publication.

For the Assistant Chief of Staff, G-2:

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- 1 MID, D/A
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- 1 G-2, GHO, WFO
- 1 D/I, USAF
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DATE - 1955

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North Korea

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KANKO West Airfield, North Korea

T/I, G-2, GHQ, FEO

F-3

Feb, Mar 1948

22 Aug 1949

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Headquarters, Far East Air Forces

Korean refugee glider pilots

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-202-49, dated 30 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. The KANKO West (Hamhung) Airfield, evidently also known as "CHONWON" (approximately 39-55'N/127-30'E), is reported to have three intersecting asphalt runways - - 3280 to 4960 feet in length and 165 feet in width - - and radio facilities, weather service, a vehicle repair shop, a warehouse, and barracks.

2. Although the field is not reported to be basing any aircraft except for a few gliders, there is no indication that it is not serviceable.

COMMENTS OF APPROVING OFFICER: The runway dimensions are uncertain, but have previously been reported to be 3960 feet and again over 5600 feet in length, as well as "expanded" in 1947. It is believed that the runways are of asphalt construction and probably

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TB 2323 4533

2

about 3900 to 4000 feet in length. If two hangars ever did exist, they were probably dismantled 3 to 5 years ago as no subsequent reports indicate their presence. This field could probably be readily improved to base two-engine aircraft. It is probably safe to consider these sources as being fairly reliable."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

26083

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North Korea

FB 3233 4833

KARAO West Airfield, North Korea

2/1, G-2, GHO, YPO

7-3

Headquarters, Far East Air Forces

Feb, Mar 1949

28 Aug 1949

Korean refugee glider pilots

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-305-49, dated 30 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. The KARAO West (Hamhung) Airfield, evidently also known as "CHONWON" (approximate 38-55'N/127-30'E), is reported to have three intersecting asphalt runways - 3280 to 4000 feet in length and 155 feet in width - and radio facilities, weather service, a vehicle repair shop, a warehouse, and barracks.

2. Although the field is not reported to be being any aircraft except for a few gliders, there is no indication that it is not serviceable.

COMMENTS OF APPROVING OFFICER: The runway dimensions are uncertain, but have previously been reported to be 3280 feet and again over 3200 feet in length, as well as "expanded" in 1947. It is believed that the runways are of asphalt construction and probably

SECRET

FB 3233 4833

SECRET

3

about 3900 to 4000 feet in length. If two runways ever did exist, they were probably dismantled 2 to 3 years ago as no subsequent reports indicate their presence. This field could probably be readily improved to meet two-engine aircraft. It is probably safe to consider these sources as being fairly reliable.

For the Assistant Chief of Staff, G-2:

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J. H. POIR  
Lt Col, G-2  
Asst Exec



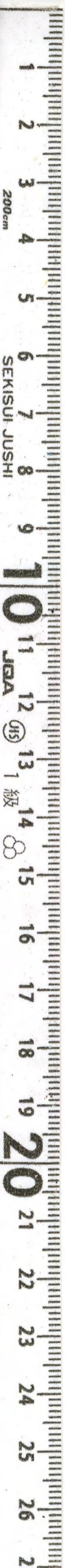
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North Korea

TB 2274 4507

Kaibon Airfield, North Korea

T/1, G-2, GHQ

F-3

1

See report

Headquarters, Far East Air Forces

5 Aug 1949

Korean refugees

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-201-49, dated 30 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. The KAIBON Airfield, about 3/4 mile SSW of Hoemun (41-26'N/129-40'E) on the east coast of North Korea, is now reported to be abandoned and partially under cultivation and have had some buildings destroyed.

2. The Japanese-built field had wide, or two-way E/W, hard rolled gravel and dirt or asphalt runways from 3300 to 5900 feet in length, revetments, one headquarters building, two warehouses, and a brick barracks in 1948. Other wooden barracks are reported to have been on the field also.

COMMENTS OF APPROVING OFFICER: These reports provide confirmation on the location of the installation and the orientation of the runways, whether there are actually two

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TB 2274 4507

2

parallel runways is not established. The runway is believed to be at least partially paved with asphalt and probably over 3300 feet, but less than 5400 feet in length. It is probably true that the field is abandoned. Its potential usefulness can not be ascertained."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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North Korea

TR 2274 #207

Kaibon Airfield, North Korea

T/I, G-2, GRC

T-3

1

Headquarters, Far East Air Forces

See report

5 Aug 1949

Korean refugees

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-201-19, dated 30 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. The KAIBON Airfield, about 3 1/4 mile SW of Hoesan (41-26'N/129-40'E) on the east coast of North Korea, is now reported to be abandoned and partially under cultivation and have had some buildings destroyed.

2. The Japanese-built field had wide, or two-way W/W, hard rolled gravel and dirt or asphalt runways from 3300 to 5900 feet in length, revetments, one headquarters building, two warehouses, and a brick barracks in 1948. Other wooden barracks are reported to have been on the field also.

COMMENTS BY APPROVING OFFICER: These reports provide confirmation on the location of the installation and the orientation of the runways. Whether there are actually two

TR 2274 #207

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parallel runways is not established. The runway is believed to be at least partially paved with asphalt and probably over 3300 feet, but less than 5900 feet in length. It is probably true that the field is abandoned. Its potential usefulness can not be ascertained."

For the Assistant Chief of Staff, G-2:

J. H. POPE  
Lt Col, GSC  
Asst Exec, G-2

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G-S Vgwin Rifle CoDA

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SECRET

North Korea

24178

TB 2272 4508

Konan Airfield, North Korea

T/I, G-2, GHQ

F-3

January 1949

4 Aug 1949

1

Headquarters, Far East Air Forces

Japanese refugee from North Korea

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-196-49, dated 27 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"The KONAN (Tompo) Airfield, about five miles SW of Hungnam (39-47'N/127-32'E) is reported to have two parallel, asphalt, N/S runways, each about 6600 X 190 feet, about 58 buildings for housing, a repair shop, fuel storage and a refueling truck, a light beacon, telephone service, and possibly a radio.

COMMENTS OF APPROVING OFFICER: The field is evidently in little use, but is probably in serviceable condition or could readily be placed in operational use. The runway lengths reported may be over-estimated. However, this lends further credibility to

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TB 2272 4508

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the information that there may be two runways 5000 feet or more in length, paved with asphalt, which could be extended to accommodate jet or large bomber aircraft. The base has been used in close association with nearby Sondok Airfield."

For the Assistant Chief of Staff, G-2:

/s/ J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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- 1 FEAF file

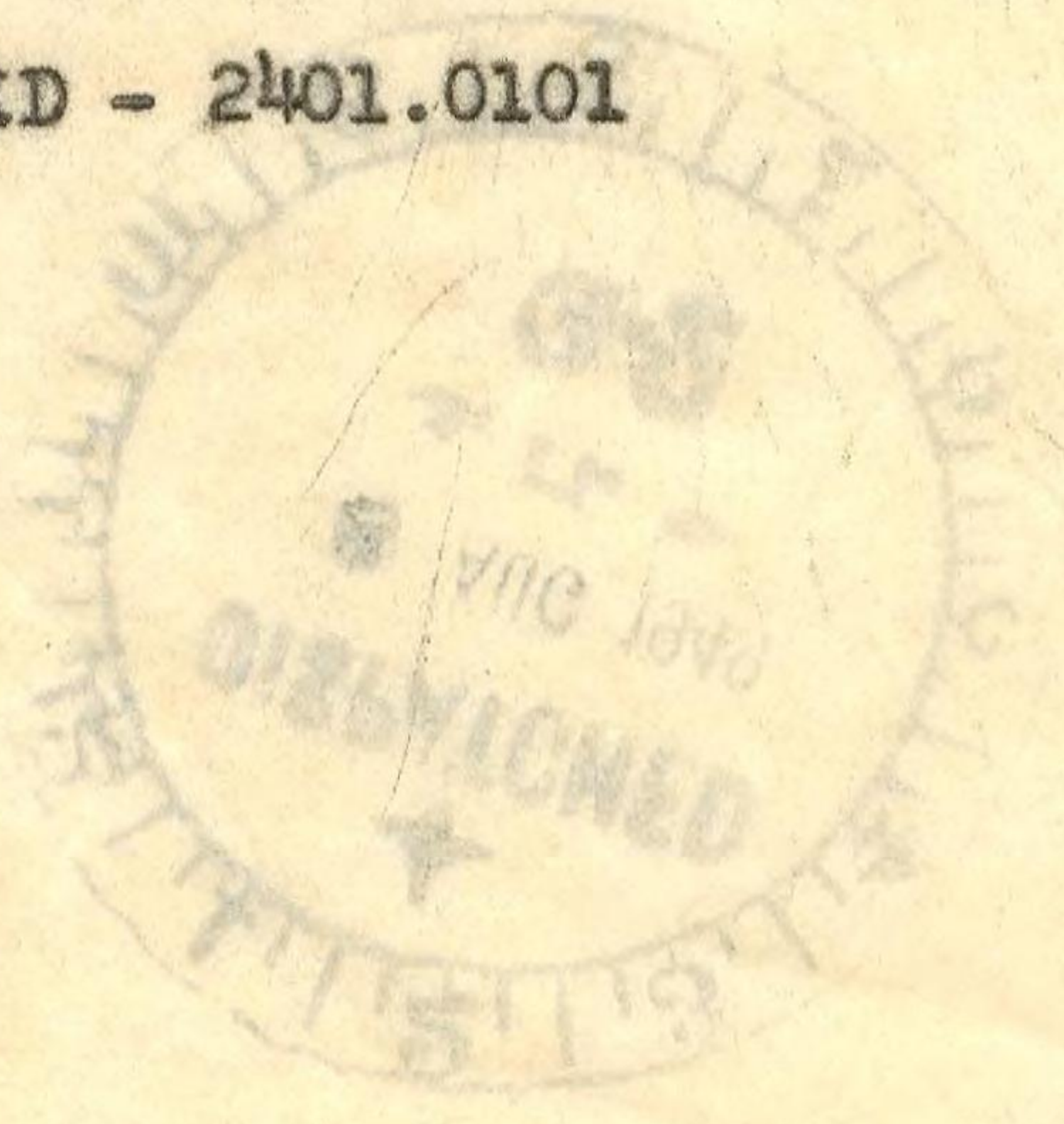
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TR 2212 4508  
Korea Airfield, North Korea  
T/I, G-2, GHO  
R-3  
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Headquarters, Far East Air Forces  
January 1954  
# and 1954  
Japanese releases from  
North Korea

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-196-48, dated 27 July 1954. The following summary was prepared by Headquarters, Far East Air Forces:

"The KONA (Yonpo) Airfield, about five miles SW of Hwangsan (39-17'N/127-32'E) is reported to have two parallel, asphalt, 1/2 runways, each about 6000 x 190 feet, about 58 buildings for housing, a repair shop, fuel storage and a refueling truck, a light beacon, telephone service, and possibly a radio.

COMMENTS OF APPROVING OFFICER: The field is evidently in little use, but is probably in serviceable condition or could readily be placed in operational use. The runway lengths reported may be over-estimated. However, this lends further credibility to

SECRET TR 2212 4508

The information that there may be two runways 5000 feet or more in length, paved with asphalt, which could be extended to accommodate jet or large bomber aircraft. This has been used in close association with nearby Sonok Airfield."

For the Assistant Chief of Staff, G-2:

1. H. POLE  
Lt Col, GSC  
Asst Exec, G-2

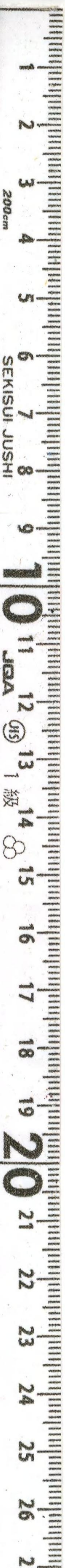
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North Korea

22881

TB 2183 4326

SINUJU Airfield, North Korea

T/I, G-2, GHQ FEC

See report

1948

22 July 1949

1

Hqs. Far East Air Forces

Korean refugees and Japanese POW

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-137-49 dated 10 June 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"1. The airfield on the southern outskirts of Sinuiji (Shingishu), Korea 40 05'N/ 124 24'E) is reported to have been active through October 1948.

"2. This installation is believed to have one partially paved runway extending NE/SW. Dimensions are variously reported from 3300 X 165 feet to 8250 X 330 feet, but are believed to be actually about 6000 X 320 feet, not more than 4900 feet of which is paved with asphalt and/or concrete and the balance of which is rolled gravel.

"3. Facilities include: ample lighting with a rotating beacon for night operations, one hangar with some repair facilities, large enough to accommodate two C-47's, fuel storage (probably limited), radio, telephone, revetements, some barracks, a motor pool, and a headquarters building. Weather service is available from the city weather station.

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TB 2183 4326

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"4. One informant reported that in September 1948, steel mat was being laid along the north side of the runway. Another reports that the NE end of the runway area was being "reclaimed" in August 1948. Neither report is confirmed.

"COMMENTS OF APPROVING OFFICER: The approximate runway dimensions of 4500 feet paved and 1100 feet of gravel extension are evaluated as C-2. Runway dimensions exceeding 6000 X 320 feet are considered doubtful. All facilities listed in paragraph 3 above are considered confirmed.

"Although the Soviets may have evacuated this installation subsequent to latest date of information above (October 48), the airfield is believed serviceable and could be readily converted to operational use for most Soviet aircraft except B-29 type bombers. Runways would not support the weight load of such aircraft and would have to be resurfaced in order to do so."

For the Assistant Chief of Staff, G-2:

DAIT 1555

[Signature]  
J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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[Signature]

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CONFIDENTIAL

South Korea

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TB 2173 4320  
Category "B" Airfields, South Korea  
T/I, G-2 GHQ FEC  
A-1

1

May 1949  
Hqs. Far East Air Forces

21 July 1949  
Hqs. Fifth Air Force

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-167-49, dated 2 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"The three abandoned airfields briefly described in the attached report are considered to be category "B" installations. Two of these could accommodate C-47 aircraft, but could not sustain operations due to lack of fuel and repair facilities.

"COMMENTS OF APPROVING OFFICER: FUSAN, CHEJU, KANGNUNG, KWANGJU, ONGJIN, TAEJU, TAEJON, and YONGIL previously reported by means of WD AAF Form 62, "Foreign Airfield Description" in October 1948 are also now considered to be category "B" airfields. These are indicated in black on the attached map (Inclosure 2).

"An aerial photograph of SUIGEN was forwarded (Inclosure 2, FEAF IR-88-49) 30 April 1949.

CONFIDENTIAL

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TB 2173 4320

2

"These airfields are now maintained by the "South Korean Air Force.

"Evaluation was raised to A-1 by Headquarters, Fifth Air Force subsequent to submission of original report."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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South Korea

52745

TO: SAC, Seoul

Category "B" Airfields, South Korea

1/1, 6-2 GND TEC

A-1

Hqs. Far East Air Forces

Hqs. Fifth Air Force

Forwarded herewith are (1) copy of Air Intelligence Information Report No. IR-187-49, dated 2 July 1949. The following summary was prepared by Headquarters, Far East Air Force:

"The three abandoned airfields briefly described in the attached report are considered to be category "B" installations. Two of these could accommodate C-47 aircraft, but could not sustain operations due to lack of fuel and repair facilities.

"COMMENTS OF APPROVING OFFICER: FUSAN, CHUN, KANGWUN, KWANGJU, ONSU, TAEJON, and YONGJU previously reported by means of WD AAF Form 82, "Foreign Airfield Description" in October 1948 are also now considered to be category "B" airfields. These are indicated in black on the attached map (Inclosure 2).

"An aerial photograph of SUHON was forwarded (Inclosure 2, IR-187-49) 30 April 1949.

CONFIDENTIAL

TO: SAC, Seoul

CONFIDENTIAL

"These airfields are now maintained by the "South Korean Air Force.

"Revision was raised to A-1 by Headquarters, Fifth Air Force subsequent to submission of original report."

For the Assistant Chief of Staff:



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SECRET

North Korea

TB 1966 No 4150

Onjong-Ni Airfield, North Korea

T/I, G-2, GHQ

1945-1948

8 July 1949

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Hqs, Far East Air Forces, SCAP

Korean refugees and  
Confidential sources

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-114-49, dated 31 May 1949. The following summary was prepared by Headquarters, Far East Air Forces:

1. Ten reports pertaining to Onjong-Ni Airfield (38°54'N/ 125°13'E), Korea, have been received. The following summary is based on these reports.

2. A collation of reports indicates Onjong-Ni Airfield to be located approximately 2½ miles NNW of Onjong-Ni (town). It is reported that this large, poorly drained, sod field had two crossed asphalt runways (previously dirt and gravel); one 5000 to 6560 by 300 to 640 feet NW/SE, and the other 3000 to 5000 by 200 to 300 feet NW/SW; no flight path obstructions and no runway lighting. Other facilities included two hangars with repair facilities, revetted drum fuel storage, communications (wireless and telephone), accommodations for 200 personnel, mess hall, dispensary, warehouse dispersed semi-revetted arsenal (small arms); dirt roads and RR spur served the field. Fighters and two-engine transports used the field. (EVAL: C-2)

SECRET

SECRET

TB 1966 No 4150

2

3. A former Japanese emergency landing ground was reported about 2½ miles NW of Onjong-Ni Airfield, but was not in use (October 1948). This strip was sand and grass with no facilities. (EVAL: C-2)

COMMENTS OF APPROVING OFFICER: Information in the attached reports is identified by this Headquarters as pertaining to the airfield listed as Onsei-ri (Onjong-Ni) in "Airfields and Seaplane Stations", Korea, D/I, USAF-ONI, February 1948. This collation gives further confirmation of this field having a wide NW/SE asphalt runway about 6500 feet in length. Reports also list a NE/SW asphalt runway. This runway probably exists, but the runway surface of asphalt is unconfirmed.

It is believed the runway was newly constructed and temporary in 1945. Paving is believed to have been laid by the Soviets in 1946 and 1947.

The airfield is now possibly used very little by North Koreans, but is believed to be serviceable for basing operational aircraft and may support an air regiment (Soviet). Although there may be sufficient length to the runway to handle B-29's the load capacity is probably too limited to support that weight (140,000 pounds). The runway may accommodate jet fighter aircraft.

For the Assistant Chief of Staff, G-2:

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J. H. POLK  
Lt. Col., GSC  
Asst Exec, G-2

DAIT 1555  
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North Korea

TR 1968 No 4150  
Onjong-Ni Airfield, North Korea  
T/1, G-2, GND

8 July 1949  
Onjong-Ni Airfield, North Korea

1948-1949  
Ops, Far East Air Forces, SCAP

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IA-114-48, dated 31 May 1948. The following summary was prepared by Headquarters, Far East Air Forces:

1. Two reports pertaining to Onjong-Ni Airfield (38°24'N, 128°13'W), Korea, have been received. The following summary is based on these reports.  
2. A collection of reports indicates Onjong-Ni Airfield to be located approximately 2 1/2 miles NW of Onong-Ni (town). It is reported that this large, poorly drained, sod field had two crossed asphalt runways (previously dirt and gravel): one 5000 to 6800 by 300 to 640 feet NW/SE, and the other 3000 to 3000 by 300 to 300 feet NW/SW. No flight path obstructions and no runway lighting. Other facilities included two hangars with repair facilities, revetted drum fuel storage, communications (wireless and telephone), accommodations for 200 personnel, mess hall, dispensary, warehouse, dispersed semi-revetted aircraft (small arms); dirt roads and RR spur served the field. Fighters and two-engine transports used the field. (EVAL: G-2)

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TR 1968 No 4150

3. A former Japanese emergency landing ground was reported about 2 1/2 miles NW of Onjong-Ni Airfield, but was not in use (October 1948). This strip was sand and grass with no facilities. (EVAL: G-2)  
COMMENTS OF APPROVING OFFICER: Information in the attached reports is identified by this Headquarters as pertaining to the airfield listed as Onjong-Ni (Onjong-Ni) in "Airfields and Seaplane Stations", Korea, D/I, USAF, GND, February 1948. This collection gives further confirmation of this field having a wide asphalt runway about 6800 feet in length. Reports also list a NW/SE asphalt runway. This runway probably exists, but the runway surface of asphalt is unconfirmed.  
It is believed the runway was newly constructed and temporary in 1948. Being believed to have been laid by the Soviets in 1948 and 1947.

The airfield is now possibly used by the Soviets for landing aircraft, but is believed to be unsuitable for landing operational aircraft. Although there may be sufficient runway length, the runway is probably too narrow (140,000 pounds). The runway may accommodate jet fighters.

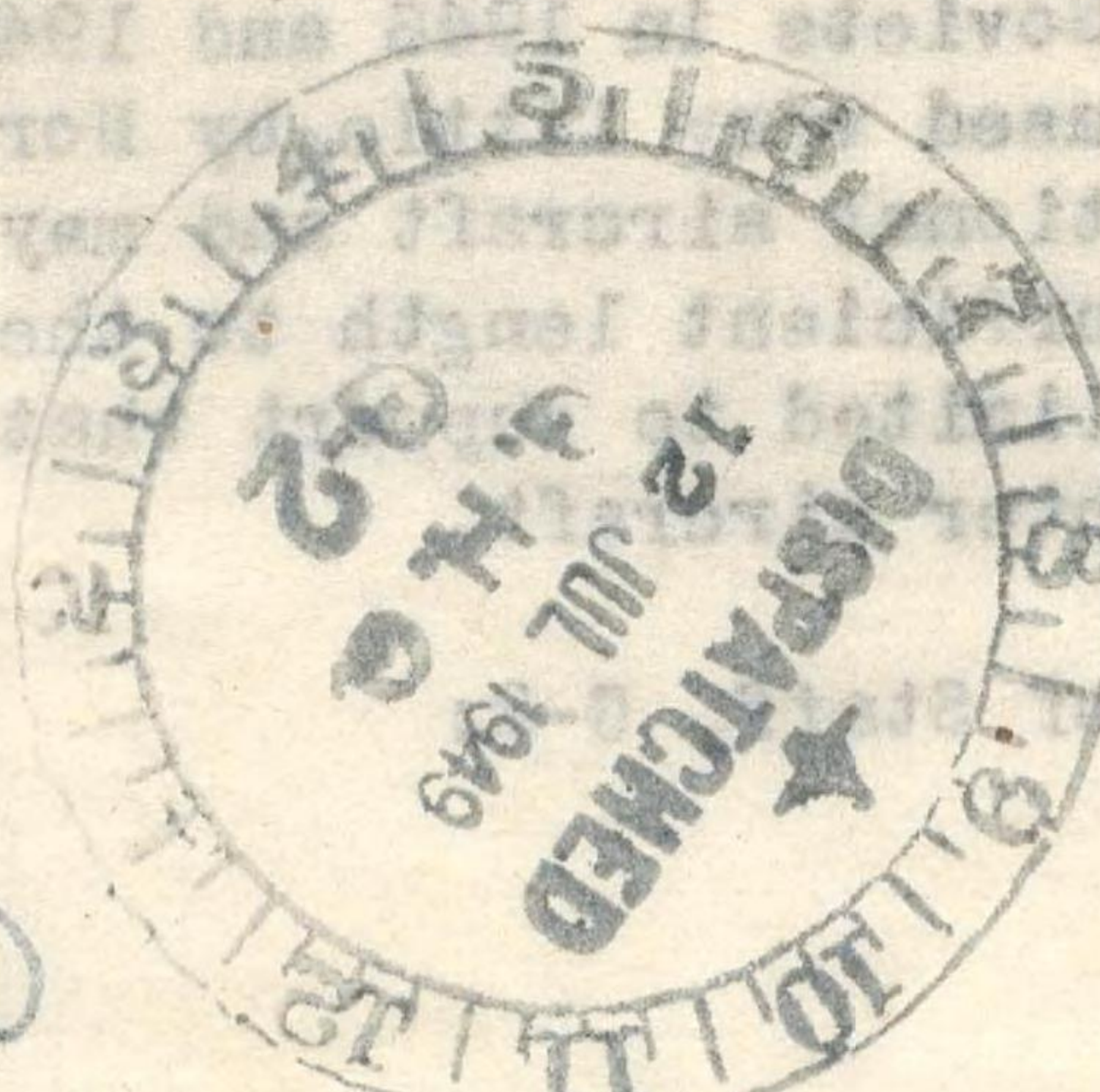
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G-2, GND

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J. H. POLK  
Lt. Col., GND  
Asst Exec, G-2

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North Korea

TB 1899 No 3942

Sondok (Sentekyo) Airfield, North Korea

T/I, G-2, GHQ

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1943

Hqs, Far East Air Forces, SCAP

20 June 1949

Korean refugee

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-85-49, dated 23 April 1949. The following summary was prepared by Headquarters, Far East Air Forces:

1. A Korean refugee, allegedly a civil engineer, who worked on Sendok (Sentekyo) Airfield, 39-44' N/127-28' E, Korea, provided a detailed description of the installation.

2. Information was obtained by 6001st CIC Detachment coincidental with counter-intelligence activities.

3. The informant reported that the airfield had one WNW/ESE concrete runway nine inches thick and 4950 feet long X 264 feet wide covered with a thin layer of tar. Facilities consisted of electrical runway lighting, fuel warehouse, and four other warehouses, water tank and pump; eight small hangars, barracks, revetments, motor pool and repair shop, and 100 hourse for dependents.

4. The informant reported that in April 1948 he again observed the airfield and did not observe any changes on the installation.

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TB 1899 No 3942

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COMMENTS OF PREPARING OFFICER: The same informant provided information on Yonpo (Konan) Airfield contained in Inclosure of FEAF IR-84-49, 23 April 1949, which is very similar to the description of this airfield. Although the basic data is very old it is considered useful in providing details not previously known or confirmed. Previous reports bear out much of the information contained in this report. The runway information is possibly true. Other reports of 1948 information indicate the airfield was in constant use by the Soviets and it is believed to be serviceable at the present time.

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt. Col., GSC  
Asst Exec, G-2

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North Korea

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IR-85-19, dated 23 April 1948. The following summary was prepared by Headquarters, Far East Air Forces: 1. A Korean refugee, allegedly a civil engineer, who worked on Sondok (Sontekyo) Airfield, 39-44'N, 127-28'E, Korea, provided a detailed description of the installation. 2. Information was obtained by 6001st CIC Detachment coincidental with counter-intelligence activities. 3. The informant reported that the airfield had one WW/ESE concrete runway nine inches thick and 150 feet long X 20 feet wide covered with a thin layer of tar. Facilities consisted of electrical runway lighting, fuel warehouse, and four other warehouses, water tank and pump; eight small hangars, barracks, revetments, motor pool and repair shop, and 100 houses for dependents. 4. The informant reported that in April 1948 he again observed the airfield and did not observe any changes on the installation.

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-85-19, dated 23 April 1948. The following summary was prepared by Headquarters, Far East Air Forces:

1. A Korean refugee, allegedly a civil engineer, who worked on Sondok (Sontekyo) Airfield, 39-44'N, 127-28'E, Korea, provided a detailed description of the installation. 2. Information was obtained by 6001st CIC Detachment coincidental with counter-intelligence activities.

3. The informant reported that the airfield had one WW/ESE concrete runway nine inches thick and 150 feet long X 20 feet wide covered with a thin layer of tar. Facilities consisted of electrical runway lighting, fuel warehouse, and four other warehouses, water tank and pump; eight small hangars, barracks, revetments, motor pool and repair shop, and 100 houses for dependents. 4. The informant reported that in April 1948 he again observed the airfield and did not observe any changes on the installation.

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TB 1899 No 3915

COMMENTS OF PREPARING OFFICER: The same informant provided information on Yonpo (Korean) Airfield contained in Inclosure of FBAT IR-85-19, 23 April 1948, which is very similar to the description of this airfield. Although the basic data is very old it is considered useful in providing details not previously known or confirmed. Previous reports bear out much of the information contained in this report. The runway information is possibly true. Other reports of 1948 information indicate the airfield was in constant use by the Soviets and it is believed to be serviceable at the present time.

For the Assistant Chief of Staff, G-2:

L. H. POIK  
Lt. Col., GSC  
Asst Exec, G-2



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CONFIDENTIAL

North Korea

25 Feb

TB 2306 4523

HELJO (Pyongyang) Airfield, North Korea

T/I, G-2, GHQ

F-2

January 1949

17 Aug 1949

1

Headquarters, Far East Air Forces

Korean refugees

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-211-49, dated 8 Aug 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. PYONGYANG Airfield (39-02'N/125-47'E) is indicated to contain the same facilities that existed in 1947, at which time USAF personnel observed the field closely and obtained aerial photography covering the installation.

2. According to this report, Pyongyang Airfield has been fairly well maintained, many buildings have been repaired. The informant also provides some additional data including the kind of construction materials used in many buildings and the identity of some previously unknown buildings.

COMMENTS OF APPROVING OFFICER: Although the original report was evaluated F-6, the data appears to be fairly accurate and consistent both with 1947 photography and subsequent reports. This report is therefore considered to be probably true. The field is currently in service, being jointly used by North Koreans and the Soviets."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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DAIT - 1555.

BID - 2401.0101

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SECRET

Russia

TB 2322 4535

Airfields at BADA, Trans-Baikal ND

T/I, G-2, GHQ, FEC

F-3

October 1948

22 Aug 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-204-49, dated 1 Aug 1949. The following summary was prepared by Headquarters, Far East Air Forces:

1. During a period of six months, source frequently observed an airfield approximately one-half mile WSW of the RR station at Bada (51-23'N/109-53'E). The facilities as reported comprise the following: an E/W compact dirt runway 5000 X 1650 feet, a headquarters building, a hangar or repair shop, auto repair area, wind sock, telephone system, and 20 dependents' quarters. About 30 to 40 two-engine bombers were seen parked on the field, and PB-2 type aircraft were observed engaged in dive bombing practice.

2. Another airfield, indicated to be located 2 1/2 miles NNE of the RR station is reported to contain barracks, billets, and RR spur line.

COMMENTS OF APPROVING OFFICER: The installation WSW of the RR station is identified as

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TB 2322 4535

2

BADA West, as listed in reference publication. This report provides further indication that the Soviets are using this installation without any paved runway. The installation NNE of the RR station has been reported previously and is believed to exist."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

26084

G-2 Admin File Copy

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DAIT - 1555.

BID - 2401.0101

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SECRET

Headquarters, Far East Air Forces

October 1948

25 Aug 1948

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-304-49, dated 1 Aug 1948. The following summary was prepared by Headquarters, Far East Air Forces:

1. During a period of six months, sources frequently observed an airfield approximately one-half mile NW of the RR station at Bada (21-32'N/108-53'E). The facilities as reported comprise the following: an N/W compact dirt runway 5000 X 1650 feet, a headquarters building, a hangar or repair shop, auto repair area, wind sock, telephone system, and 50 dependents' quarters. About 30 to 40 two-engine bombers were seen parked on the field, and P-5 type aircraft were observed engaged in dive bombing practice.

2. Another airfield, indicated to be located 2 1/2 miles ENE of the RR station is reported to contain barracks, billets, and RR spur line. COMMENTS OF APPROVING OFFICER: The installation NW of the RR station is identified as

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BADA West, as listed in reference publication. This report provides further indication that the Soviets are using this installation without any paved runway. The installation ENE of the RR station has been reported previously and is believed to exist.

For the Assistant Chief of Staff, G-3:

G-3 Ygwin Hite Goba

52084

DISPATCHED 26 AUG 1948

FILE

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  - 1 AAC, Ac/S-S
  - 1 TRAF File

DEL - 1555  
BID - 2401.0101

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2401.0101

SECRET

Russia

25941

TB 2324 No. 4536

Airfield at SHIRAKIMOVKA, Maritime MD

2/I, G-2, GHQ

F-3

April 1948

23 Aug 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-215-49, dated 10 Aug 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"A naval airfield one mile north of SHIRAKIMOVKA (44-10'N/132-45'E) village was frequently observed while source was engaged in construction work in the vicinity. The installation measured 8250 X 3300 feet and contained the following facilities: dirt parking area, four barracks, two portable searchlights, and a wind sock. Near the field the informant observed an infantry regiment, naval officers' quarters, underground gasoline storage area, motor pool and a wireless station. Forty fighter type aircraft and a two-engine bomber were observed. Aerial training included target practice and night flying. Approximately 150 navy officers and men wearing green uniforms with light green epaulets were seen on the field.

COMMENTS OF APPROVING OFFICER: Two previous FFAF Interrogation Reports and five ATIS

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TB 2324 No. 4536

Reports describe an airfield at SHIRAKIMOVKA (Seratimovka) which is 10 miles north of Olga on the SE coast of Siberia. The installation is now considered confirmed. The field is listed in Terrain Study 2, SE Siberia, Section II Airfields, G-2, GHQ, FEC, but is not listed in reference USAF publication.

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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- 1 FFAF file

DAIT - 1552, 1555

BID - 240100100, 2503., 2200., 9260.

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AUG 25 1949

G-2 Admin File Copy



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FB 5234 No. 4536

Airfield at SHIRAKIMOVKA, Maritime MD

7/1-8-5, GND

7-2

23 Aug 1949

April 1948

Japanese reparations

Headquarters, Far East Air Forces

Forwarded herewith one (1) copy of Air Intelligence Information Report No. 15-217-49, dated 10 Aug 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"A naval airfield one mile north of SHIRAKIMOVKA (44-10'N/135-45'E) village was reportedly observed while source was engaged in construction work in the vicinity. The installation measured 8250 X 3700 feet and contained the following facilities: dirt parking area, four barracks, two portable searchlights, and a wind sock. Near the field the informant observed an infantry regiment, naval officers' quarters, underground gasoline storage area, motor pool and a wireless station. Forty fighter type aircraft and a two-engine bomber were observed. Aerial training included target practice and night flying. Approximately 150 navy officers and men wearing green uniforms with light green epaulettes were seen on the field.

COMMENTS OF APPROVING OFFICER: Two previous FARF Investigation Reports and five ATIS

SECRET

FB 5234 No. 4536

SECRET

Reports describe an airfield at SHIRAKIMOVKA (Siberia) which is 10 miles north of Gino on the SE coast of Siberia. The installation is now considered confirmed. The field is listed in Terrain Study 2, SS Siberia, Section II Airfields, G-2, GND, etc, but is not listed in reference USAF publications.

For the Assistant Chief of Staff, G-2:

J. H. POPE  
Lt Col, GSC  
Asst Exec, G-2



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  - 1 AC/S-S, AAC
  - 1 FARF file

DATE - 1552, 1552

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Aug 25 1949

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Russia

TB 2312 No. 4528

Airfield at KHOROL, Maritime MD, USSR

T/I, G-2, GHQ

Aug 1948

18 Aug 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-206-49, dated 1 August 1949. The following summary was prepared by Headquarters, Far East Air Forces:

1. An airfield at KHOROL (44-26'N/132-05'E) was observed by a former Japanese POW for a period of three months.

2. A steel mat runway, N/S and 1650 X 100 feet, is reported. Other facilities reported on the field are possible taxiways, possible revetments (number unknown), food warehouse, an unidentified building, repair shop, headquarters, mobile searchlight, three barracks, bakery, possible fire station, officers' club, officer dependents' quarters, hospital, and telephone system. An underground fuel storage, water reservoir and thermo-electric power plant are reported in the vicinity. About 20 single-engine fighter aircraft were seen on the field; paratroop training was also observed.

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TB 2312 No. 4528

2

COMMENTS OF APPROVING OFFICER: The information provides additional confirmation of the existence of a steel mat runway. The informant's long-distance observation of the installation probably limits the accuracy of his description of the runway. It is believed either that the runway dimensions are under-estimated, or that the figure was given in meters and not converted to feet."

For the Assistant Chief of Staff, G-2:

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J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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Russia

TB 2308 4524

Airfield at IMAN, Maritime MD, USSR

T/I, G-2, GHQ

F-6

Sept 1948

17 Aug 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IB-209-49, dated 2 Aug 1949. The following summary was prepared by Headquarters, Far East Air Forces:

During a period of three months source observed an airfield two miles south of the IMAN (45-55'N/133-44'E) RR Station. The installation is reported to be divided into two parts. The north section, operated by the military, had the following facilities: three concrete strips about 6600 feet long (one a runway and two possible runways or taxiways), three wooden hangars and a number of fuel drums and fuel tank trailers. The south section, operated by civilians, is reported to have facilities including two hangars, searchlight and an antenna pole. No runway was observed. One or two light bomber aircraft were observed in the north section, and two PO-2 type trainers were observed in the south section of the field. The airfield was manned by a skeleton crew.

An AA unit consisting of 3000 men, about 20 AA guns with mobile searchlights was observed about two miles ENE of the airfield."

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TB 2308 4524

2

An underground ammunition dump and a POW hospital are reported near the field.

COMMENTS OF APPROVING OFFICER: Three airfields are believed to exist in the vicinity of IMAN. This installation is not positively identified, but is believed to be IMAN SE (Gorbovka) Airfield, which, though not listed in USAF publication, is described in Terrain Study II, Section I, GHQ FEC. The field was previously reported as being possibly abandoned in 1946, but this information indicates it may now be used as an emergency field and a stop-over or refueling point for transient aircraft. Runway lengths are probably over estimated. This is not believed to be the "large secret airfield" with extensive facilities reported in the area by ESD March 1947, which report is considered questionable.

For the Assistant Chief of Staff, G-2:

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J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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DAIT - 1555

BID - 2401.0101  
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Russia

TB 2313 No. 4527

CHITA/KADALA Airfield, Trans-Baikal MD, USSR

T/I, G-2, GHQ

F-3

June 1948

18 Aug 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-205-49, dated 1 Aug 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"The CHITA/KADALA Airfield (52-03'N/113-17'E), while observed to have no definite runways, was reported to contain the following facilities: an unused hangar, two unidentified buildings, a possible office building, living quarters for civilian personnel. Daily flights by transport aircraft were observed.

COMMENTS OF APPROVING OFFICER: Previous reports indicate the possibility of two parallel runways at this installation. Airfield believed to be a terminal for civil air flights from Western and Eastern USSR. The reported absence of military personnel at this field is unconfirmed."

For the Assistant Chief of Staff, G-2:

J.H. POLK  
Lt Col, CSC  
Asst Exec, G-2

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DAIT - 1563  
BID - 2401.0101

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CHITA/KADALA Airfield, Trans-Balkal MD, USSR  
TB 5213 No. 4521

T/I, G-2, GHO  
R-3

18 Aug 1949

June 1949

Japanese representative

Headquarters, Far East Air Forces

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IB-205-  
dated 1 Aug 1949, which has been summarized as follows by Headquarters, Far East  
Air Forces:

"The CHITA/KADALA Airfield (25-03'W/113-17'E), while observed to have no definite  
runways, was reported to contain the following facilities: an unused hangar, two  
unidentified buildings, a possible office building, living quarters for civilian per-  
sonnel. Daily flights by transport aircraft were observed.

COMMENTS BY APPROVING OFFICERS: Previous reports indicate the possibility of two  
parallel runways at this installation. Airfield believed to be a terminal for civil  
air flights from Western and Eastern USSR. The reported absence of military personnel  
at this field is unconfirmed."

For the Assistant Chief of Staff, G-2:

J. H. POLE  
Lt Col, GSC  
Asst Exec, G-2

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DATE - 1563  
RID - 2401.0101



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Russia

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TB 2314 No. 4529

Airfields in MIKHAYLOVKA Area, Maritime MD

T/I, G-2, GHQ

F-3

Aug 1948

18 Aug 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-207-49, dated 1 Aug 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. The MIKHAYLOVKA South Airfield (43-59'N/132-01'E) is reported to have no runways, parking ramps, or hangars. The field is reported to have been doubled in length. The following facilities were observed: underground ammunition dump, perimeter road, two warehouses, underground oil and gasoline storage area, small engine repair shop, control tower, administration office, about 15 dirt revetments, power plant, bakery, garage, mobile searchlights, barracks, dependents' housing unit, mess hall, officers club, and a RR spur to the field. Two-engine aircraft were observed at the field. A new but unidentified two-engine bomber was reported at the field in 1948. Night flying maneuvers and paratroop training are also reported.

2. An airfield at LUCHKI (44-18'N/132-16'E) was reported to have a steel mat, E/W runway 2000 X 150 feet and facilities including a 50 foot wide taxiway, compact

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TB 2314 No. 4529

2

dirt extensions to the steel mat runway, three dirt revetments, mobile communications unit, five barracks, and warehouses. About 30 single-engine fighters were seen on the field. Night flying was conducted twice a week.

3. An airfield was observed at KHOROL (44-26'N/132-07'E), having a N/S steel mat runway 2300 X 155 feet, 50 foot wide taxi-strip, repair shop, wind sock, mobile communications unit, fuel storage, five dirt fighter revetments, and a few brick barracks. About 50 fighter aircraft were observed on the field. Night flying was reported held three times a week.

COMMENTS OF APPROVING OFFICER: This report provides further indications of the Soviet intentions of maintaining these installations. The steel mat runways reported at LUCHKI and KHOROL are believed to exist but the dimensions as reported are unconfirmed. The steel mat runway at KHOROL is believed to be possibly in excess of 5000 feet.

For the Assistant Chief of Staff, G-2:

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J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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DAIT - 1555

BID - 2401.0101, 2503., 2200.

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Russia

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TR 2314 No. 1252

Airfield in MIKHAYLOVA Area, Maritime Pro

T/I, G-2, GHO

F-3

Headquarters, Far East Air Forces

18 Aug 1948  
Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-207-  
10, dated 1 Aug 1948, which has been summarized as follows by Headquarters, Far East  
Air Forces:

1. The MIKHAYLOVA South Airfield (42-52'N/132-01'W) is reported to have no run-  
ways, parking ramps, or hangars. The field is reported to have been doubled in length.  
The following facilities were observed: underground ammunition dump, perimeter road,  
two warehouses, underground oil and gasoline storage area, small engine repair shop,  
control tower, administration office, about 15 dirt revetments, power plant, bakery,  
garage, mobile searchlights, barracks, dependents' housing unit, mess hall, officers  
club, and a 100 ft spur to the field. Two-engine aircraft were observed at the field. A  
new but unidentified two-engine bomber was reported at the field in 1948. Night flying  
maneuvers and paratroop training are also reported.

2. An airfield at BUCHKI (44-18'N/132-16'W) was reported to have a steel mat  
1/2 W runway 2000 X 150 feet and facilities including a 50 foot wide taxiway, compact

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TR 2314 No. 1252

SECRET

dirt extensions to the steel mat runway, three dirt revetments, mobile communications  
unit, five barracks, and warehouses. About 30 single-engine fighters were seen on the  
field. Night flying was conducted twice a week.

3. An airfield was observed at KHOROL (44-26'N/132-07'W), having a 1/2 steel mat  
runway 2000 X 150 feet, 50 foot wide taxi-strip, repair shop, wind sock, mobile commu-  
nications unit, fuel storage, five dirt fighter revetments, and a few brick barracks.  
About 30 fighter aircraft were observed on the field. Night flying was reported held  
three times a week.

COMMENTS ON APPROVING REPORT: This report provides further indications of the Soviet  
intentions of maintaining these installations. The steel mat runways reported at  
BUCHKI and KHOROL are believed to exist but the dimensions as reported are unconfirmed.  
The steel mat runway at KHOROL is believed to be possibly in excess of 3000 feet.

For the Assistant Chief of Staff, G-2:

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- 1 WAF file

DATE - 1958

BID - 2401.0101, 2503., 2500.

J. E. POPE  
Lt Col, GSC  
Asst Exec, G-2

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Russia

TB 2309 4525

Airfield Near Khabarovsk, Trans-Baikal MD, USSR

T/I, G-2, GHQ

F-3

July 1948

17 Aug 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-208-49, dated 2 August 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"A military airfield was closely observed 15 miles ESE of the KHABAROVSK (48-28'N/135-03'E) RR Station for three consecutive days. Facilities reported consist of two concrete runways, N/S and NE/SW, 495 feet wide (length unknown); ten hangars; two underground storage tunnels; several dirt and grass revetments; two 100 foot high beacon poles; a few wireless stations; and radio shacks. Ten 2-engine (A-20), 40 to 50 single-engine fighters, 30 trainers, and two or three amphibious type aircraft were seen parked on the field. Daily flight training was observed. An estimated 200 Soviet Air Force personnel were stationed at this field."

A mobile radar unit was reported in the vicinity (see sketch).

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TB 2309 4525

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COMMENTS OF APPROVING OFFICER: The reported installation is not identified positively, but it is believed to be KHABAROVSK/SERGEYEVKA East. The airfield is believed to be one in a network of installations which protect the Khabarovsk industries and the vulnerable Trans-Siberian RR bridges in this area.

The "radar" mentioned in this report is probably high-frequency/direction-finding equipment (HF/DF). Analysis of the antenna structure indicates the frequency to be approximately 60 megacycles.

For the Assistant Chief of Staff, G-2:

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J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

DAIT - 1555

BID - 2401.0101, 2607., 2503.

SECRET

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Russia SECRET 2401.0101

Airfield near Khabarovsk, Trans-Baikal PD, USSR

July 1949 Headquarters, Far East Air Force  
IV Aug 1949 Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-308-49, dated 2 August 1949. The following summary was prepared by Headquarters, Far East Air Force:

A military airfield was closely observed 12 miles ENE of the KHABAROVSK (48-28'N/135-03'E) RR Station for three consecutive days. Facilities reported consist of two concrete runways, 1/2 and 3/4 mile long (width unknown); two hangars; two underground storage tunnels; several dirt and grass revetments; two 100 foot high beacon poles; a few wireless stations; and radio shack. Ten B-engine (A-30), 40 to 50 single-engine lighters, 30 trainers, and two or three amphibious type aircraft were seen parked on the field. Daily flight training was observed. An estimated 200 Soviet Air Force personnel were stationed at this field.

A mobile radar unit was reported in the vicinity (see sketch).

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IR 308-49

COMMENTS BY APPROVING OFFICER: The reported installation is not identified positively, but it is believed to be KHABAROVSK/SHENYIYKA East. The airfield is believed to be one in a network of installations which protect the Khabarovsk industries and the vulnerable Trans-Siberian RR bridges in this area.

The "radar" mentioned in this report is probably high-frequency/direction-finding equipment (HF/DF). Analysis of the antenna structure indicates the frequency to be approximately 50 megacycles.

For the Assistant Chief of Staff, G-2:

DISPATCHED  
19 AUG 1949  
J. H. [unclear]  
Lt Col, G-2  
Head Quarters, G-2

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  - 1 G-2 GHD HHC
  - 1 D/I USAF
  - 1 CIO AFIS
  - 1 AG/S-2 AAG
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Russia

TB 2278 4511

Ulan Ude Airfield and Aircraft Assembly Plant #99, Trans-Baikal MD

T/I, G-2, GHQ FEC

F-3

July 1947

5 August 1949

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Hqs. Far East Air Forces

Japanese repatriate

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Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-199-49, dated 28 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. The aircraft assembly plant #99 and an adjoining airfield, 6600 by 500 feet, with no runways, at ULAN UDE (51-49'N/107-37'E) were observed for a period of two years.

"2. Aircraft assembly Plant #99 was reported to consist of a personnel office, five unidentified buildings, and a building for testing aircraft engines. A RR spur to wireless and telephone within the plant area was reported. An estimated 3000 civilian personnel, whose living quarters were one mile north of the plant, were employed here. A locomotive plant in the vicinity was also reported.

"3. The informant observed fighter type aircraft testing flights and return to the assembly plant.

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DAIT 1555, 1563  
BID 2401.0101, 4404

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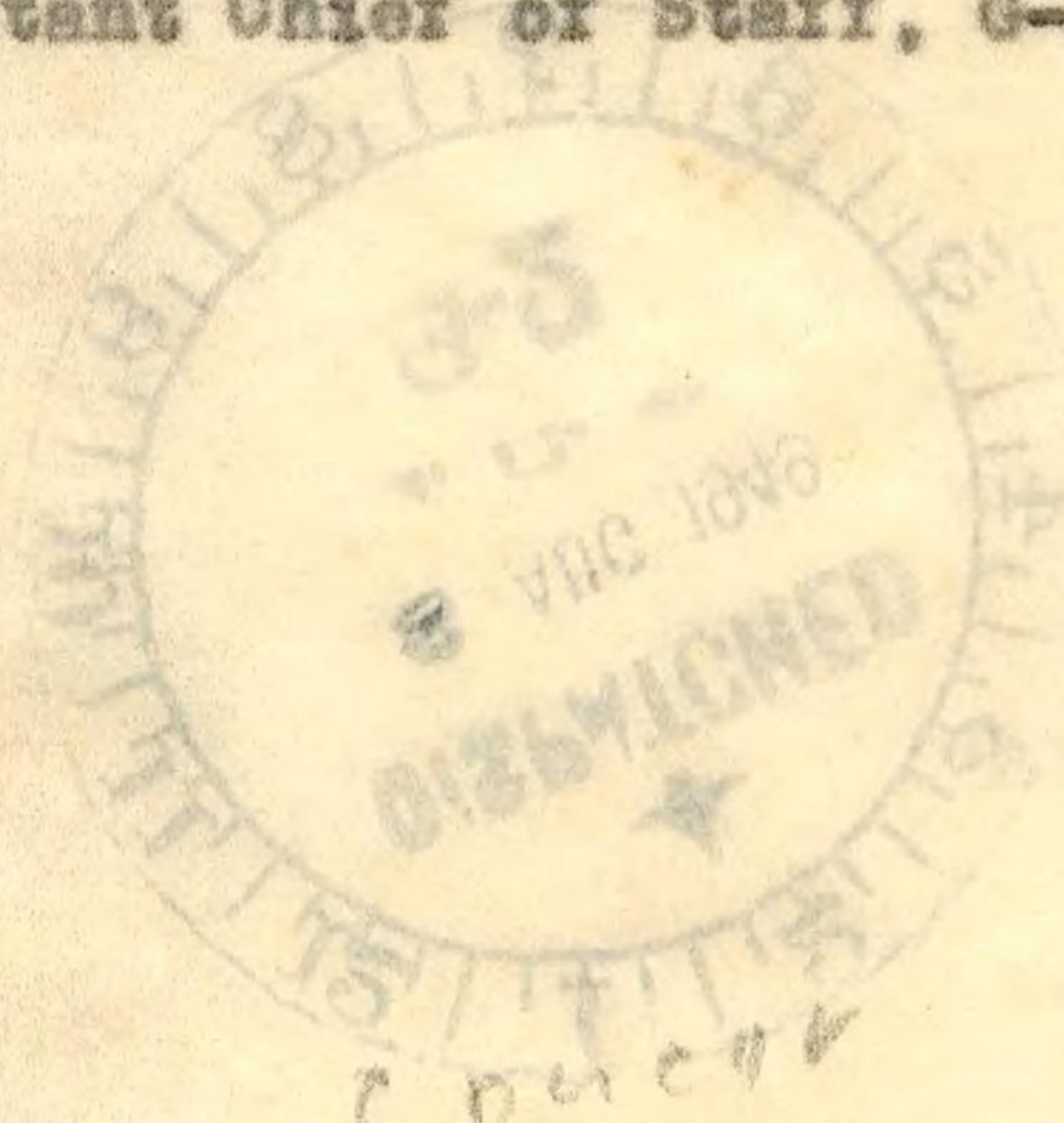
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"COMMENTS OF APPROVING OFFICER: Although the observation in this report is limited it is further confirmation that the aircraft plant is in operation. It is noted that no report of production of civilian commodities at this plant is mentioned, whereas previous reports indicate reconversion to aircraft production took place in 1948. The airfield is believed capable of accommodating larger type aircraft than fighters."

For the Assistant Chief of Staff, G-2:

DISTRIBUTION:

- 1- MID D/A
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- 1- G-2 GHQ FEC
- 1- D/I, USAF
- 1- CIC ATIS
- 1- AC/S-2, AAC
- 1- FEAF file



151 J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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TR 2278 4511

Ulan Ude Aircraft and Aircraft Assembly Plant #99, Trans-Baikal MD

F/I, G-2, GHO REC

5 August 1949

July 1949

Japanese reparations

Rpt. War East Air Forces

1

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-199-49, dated 28 July 1949, which has been summarized as follows by Headquarters, War East Air Forces:

1. The aircraft assembly plant #99 and an adjoining airfield, 8600 by 300 feet, with no runways, at ULAN UDE (51-49'N/107-37'E) were observed for a period of two years.

2. Aircraft assembly plant #99 was reported to consist of a personnel office, five unidentifiable buildings, and a building for testing aircraft engines. A BR group of wireless and telephone within the plant area was reported. An estimated 3000 civilian personnel, whose living quarters were one mile north of the plant, were employed here. A locomotive plant in the vicinity was also reported.

3. The informant observed lighter type aircraft testing flights and return to the assembly plant.

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DATE 1555, 1553  
BID 2401.0101, 4404

TR 2278 4511

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COMMENTS OF APPROVING OFFICER: Although the observation in this report is limited it is further concluded that the aircraft plant is in operation. It is noted that no report of production of civilian commodities at this plant is mentioned, whereas previous reports indicate reconstruction to aircraft production took place in 1948. The airfield is believed capable of accommodating larger type aircraft than fighters.

For the Assistant Chief of Staff, G-2:

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Lt Col, GSC  
Asst Exec, G-2

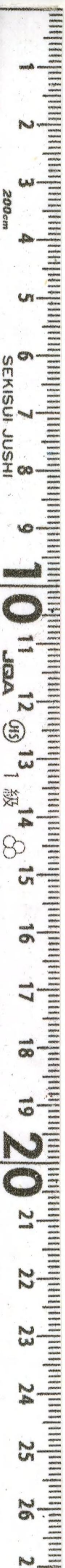


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- 1- MID D/A
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- 1- CIC ATIS
- 1- AC/S-2, AAC
- 1- WAAF file

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Asia

TB 2273 4506

Lyalichi Airfield, Maritime MD

T/I, G-2, GHQ

F-3

Nov 1948

4 Aug 1949

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Headquarters, Far East Air Forces

Japanese repatriate

24186

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-198-49, dated 28 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

- 1. At LYALICHI (44-04'N/132-22'E), Siberia, source observed an airfield with a compact dirt runway, SW/NE, 2640 by 600 feet, and the following facilities: drainage system, gasoline storage area, officers' quarters, a post exchange, mess halls, bakery, barracks, headquarters building, aircraft repair shop or assembly shop, wireless and telephone.
- 2. Another airfield (shown on sketch), indicated to be west of LYALICHI, is believed to be IPPOLITOVKA STATION. A parachute training area was reported to be about three miles NNE of the Lyalichi Airfield.
- 3. About 27 two-engine transports and a single "IL-12" type aircraft were observed parked on the field.

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TB 2273 4506

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COMMENTS OF APPROVING OFFICER: The information in this report provides identification of various facilities previously reported on the field. Existence of this installation is considered confirmed and is believed to be utilized for training purposes, paratroop exercises in particular. The number of the previous report on LYALICHI (IR-20-49) is in error and should be changed to read, IR-60-49, 12 March 1949."

For the Assistant Chief of Staff, G-2:

DISTRIBUTION:

- 1 MID D/A
- 1 Geo Sec
- 1 G-2, GHQ, FEC
- 1 D/I, USAF
- 1 CIC, ATIS
- 1 AC/S-2, AAC
- 1 FEAF file



15/ J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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Lyallchil Airfield, Maritime MD  
T/I, G-2, GND  
T-3

Nov 1948  
Headquarters, Far East Air Forces  
Aug 1948  
Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-198-48, dated 28 July 1948, which has been summarized as follows by Headquarters, Far East Air Forces:

1. At LYALLCHIL (IR-04/138-52'R), Alberta, source observed an airfield with a compact dirt runway, SW/NE, 2540 by 600 feet, and the following facilities: drainage system, gasoline storage area, officers' quarters, a post exchange, mess hall, bakery, barracks, headquarters building, aircraft repair shop or assembly shop, wireless and telephone.

2. Another airfield (shown on sketch), indicated to be west of LYALLCHIL, is believed to be IPPOLITOVKA STATION. A parachute training area was reported to be about three miles WNE of the Lyallchil Airfield.

3. About 27 two-engine transports and a single "IL-12" type aircraft were observed parked on the field.

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TR 5213 4506

COMMENTS OF APPROVING OFFICER: The information in this report provides identification of various facilities previously reported on the field. Existence of this installation is considered confirmed and is believed to be utilized for training purposes. Paratroop exercises in particular. The number of the previous report on LYALLCHIL (IR-50-48) is in error and should be changed to read, IR-60-48, 18 March 1948.

For the Assistant Chief of Staff, G-2:

1/2  
Lt Col, GND  
Asst Exec, G-2

FIVE



- DISTRIBUTION:  
1 TRAV file  
1 AO/S-S, AAC  
1 CIC, ATIS  
1 D/I, USAF  
1 G-2, GND, WDC  
1 Geo Sec  
1 MID D/A

BID - 2501.0101, 2503.  
DATE - 1955.

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G-5 Vladimir Kije Cobba

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Russia

TB 2277 4512

Babstovo Airfield, Trans-Baikal ND

T/1, G-2, GHQ FEC

F-3

November 1947

5 August 1949

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Hqs. Far East Air Forces

Japanese repatriate

24-187

Forwarded herewith one (1) copy of Air Intelligence Information Report IR-197-49 dated 27 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"1. An airfield reported to be 3 1/2 miles east of BABSTOVO (48-08'N/132-29'E), USSR, is described as an operational landing ground basing 30 YAK single-engine fighters, 15 training planes, and one transport.

"2. The facilities reported on the field are as follows: one dirt runway extending N/S (dimensions unknown), two fuel storage areas, three brick barracks with camouflaged roofing, and water, telephone, and electrical systems connected with the outside.

"3. Paratroop personnel wearing Soviet Air Force uniforms with sky-blue epaulets, and possibly a tank unit, are indicated to be stationed here in addition to 300 airforce personnel.

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TB 2277 4512

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"4. Occasional aerial gunnery and bombing practice are indicated.

"COMMENTS OF APPROVING OFFICER: Two airfields are reported to exist west of BABSTOVO, but the existence of a landing ground east of the town is considered unconfirmed, although possibly true. One fuel storage area may be for aircraft while the second may be for ground units in the area."

For the Assistant Chief of Staff, G-2:

DISTRIBUTION:

- 1- MID D/A
- 1- G-2 Geo Sec
- 1- G-2 GHQ FEC
- 1- D/I USAF
- 1- CIC ATIS
- 1- AC/S-2 AAC
- 1- FEAF file

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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Russia

FB 2277 4512

Babstovo Airfield, Trans-Baltic MD

T/I, G-2, GHO VNO

7-3

November 1947

Rpt. for East Air Forces

5 August 1949

Japanese representative

Forwarded herewith one (1) copy of Air Intelligence Information Report IR-197-49 dated 27 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

1. An airfield reported to be 2 1/2 miles east of BABSTOVO (48-08'N/132-59'E). USSR, is described as an operational landing ground having 30 YAK single-engine fighters. It contains planes, and one transport.

2. The facilities reported on the field are as follows: one dirt runway extend- ing 1/2 (dimension unknown), two fuel storage areas, three brick barracks with centralized heating, and water, telephone, and electrical systems connected with the outside.

3. Far East Air Force personnel wearing Soviet Air Force uniforms with sky-blue epaulettes and possibly a tank unit, are indicated to be stationed here in addition to 300 airforce personnel.

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DATE 1955

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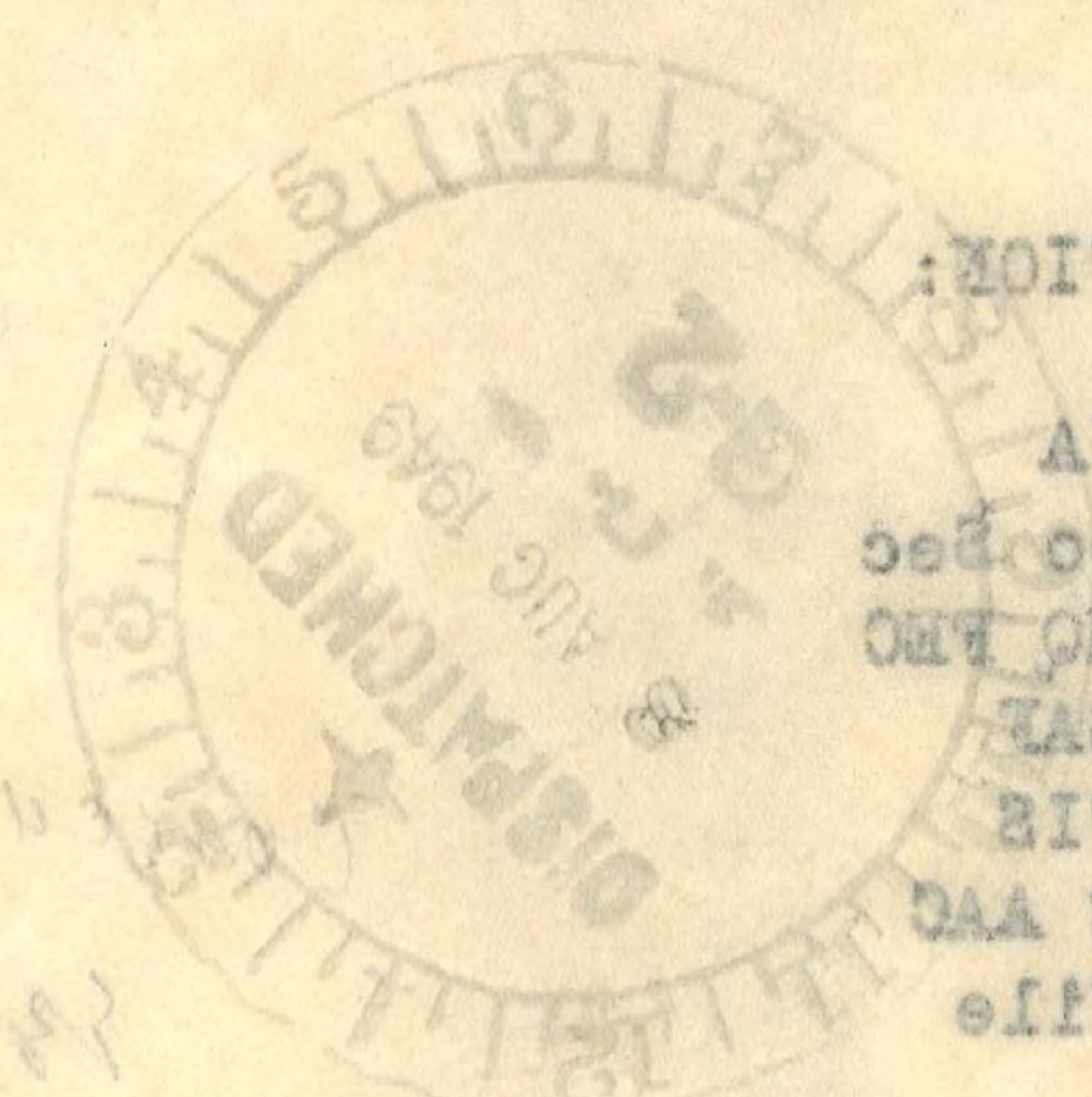
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4. Occasional aerial gunnery and bombing practice are indicated.

COMMENTS ON APPROXIMATE COORDINATES: The airfields are reported to exist west of BABSTOVO, but the existence of a landing ground east of the town is considered unconfirmed. Although possibly true, the fuel storage area may be for aircraft while the second may be for ground units in the area.

For the Assistant Chief of Staff, G-2:

- 1- WMA file
- 1- AC/S-2 AAC
- 1- OIC ATIB
- 1- D/I USAF
- 1- G-2 GHO VNO
- 1- G-2 Geo Sec
- 1- MID D/A



L. H. TOLK  
Lt Col, G-2  
Asst Exec, G-2

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Russia

TB 2276 4513

SEME NOVKA Airfield and Aircraft Plant

T/1, G-2, GHQ FEC

F-3

28 July 1949

5 August 1949

1

Hqs. Far East Air Forces

Japanese repatriate

24188

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-200-49, dated 28 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"1. Aircraft repair plant Number 116 and an adjoining airfield were observed at SEMENOVKA (44-08'N/133-16'E) for a period of twelve months. No runways or hangars were observed on the field. About ten YAK fighters and ten two-engine aircraft were parked on the airfield.

"2. Six two-story buildings and ten one-story buildings comprised the aircraft repair plant. A large thermo-electric power plant, saw mill, and a factory - - number 515 (under construction) - - were reported in the area. Searchlights and possible anti-aircraft emplacements are also reported.

"3. Another airfield is alleged to be six miles west of the power plant. Still

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DAIT 1555, 1563

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TB 2276 4513

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another airfield, shown on the sketch, is indicated to be 1.2 miles east of Semenovka RR Station. Identification cannot be made, but its existence is possible.

"COMMENTS OF APPROVING OFFICER: Reference publication and report indicate the assembly of aircraft to be the main production activity at Plant No. 116. Present production rate is unknown, but believed to be increasing. Adjoining airfield is confirmed, but the airfield indicated six miles west of the power plant is unidentified but may possible be Chernyshevka East."

For the Assistant Chief of Staff, G-2:

## DISTRIBUTION:

- 1- MID D/A
- 1- G-2 Geo Sec
- 1- G-2 GHQ FEC
- 1- D/I USAF
- 1- CIC ATIS
- 1- AC/S-2, AAC
- 1- FEAF File

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 J. H. POLK  
 Lt Col, GSC  
 Asst Exec, G-2

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SHENOVKA Airfield and Aircraft Plant

T/I, G-2, GHD REC

F-3

28 July 1949

East Air Force

8 August 1949

Japanese reports

54188

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-200-49, dated 28 July 1949. The following summary was prepared by Headquarters, East Air Force:

1. Aircraft repair plant Number 116 and an adjoining airfield were observed at SHENOVKA (44-09-13-10 N) for a period of twelve months. No runways or hangars were observed on the airfield. About ten YAK lighters and ten two-engine aircraft were parked on the airfield.

2. Six two-story buildings and ten one-story buildings comprised the aircraft repair plant. A large thermo-electric power plant, saw mill, and a factory - number 116 (under construction) - were reported in the area. Searchlights and possible anti-aircraft emplacements are also reported.

3. Another airfield is alleged to be six miles west of the power plant. Still

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DATE 1955, 1963

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another airfield, shown on the sketch, is indicated to be 1.5 miles east of Shenovka. Identification cannot be made, but its existence is possible.

"COMMENTS BY APPROVING OFFICER: Reference publication and report indicate the assembly of aircraft to be the main production activity at Plant No. 116. Present production rate is unknown, but believed to be increasing. Adjoining airfield is confirmed, but the airfield indicated six miles west of the power plant is unidentified but may possibly be Chernychevka Base."

For the Assistant Chief of Staff, G-2:

DISTRIBUTION:

- 1- MID D/A
- 1- G-2 Geo Sec
- 1- G-2 GHD REC
- 1- D/I USAF
- 1- CIG ATIS
- 1- AC/S-2, AAC
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J. R. POPE  
Lt Col, GSC  
East Force, G-2

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Russia

TB 2232 4370

Irkutsk Southeast Airfield, Trans-Baikal MD

T/I, G-2, GHQ  
P-3

October 1948

29 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriates

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-193-49, dated 21 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. The Irkutsk Southeast Airfield (52-19'N/104-19'E) is reported to have two crossed concrete or asphalt runways, NE/SW, 5000 X 165 to 265 feet, N/S, 4300 to 5000 X 165 to 265 feet. Two to five hangars, two control towers, wind indicator, a few unidentified buildings, anemometer, aircraft repair shop (two buildings), officers' billets, two apartment units, anti-aircraft guns, two wireless towers, searchlights, headquarters building; four enlisted men's barracks were also observed. One runway was reported to be deteriorating and the south end was in poor condition.

2. An air force school was reported on the field consisting of a three-story building and three smaller buildings. An estimated 500 to 1000 cadets attended this school.

3. About 30 YAK fighter, two PE-2 bomber, 100 two-engine transport, and 30 PO-2

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TB 2232 4370

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training aircraft were observed on the field.

4. A tank unit with garages, warehouses, and repair shop was reported to be SW of the field.

COMMENTS OF APPROVING OFFICER: These three reports provide further confirmation of the existence of surfaced runways and many facilities, as well as the development and operation of air force and communications schools, for training cadets and probationary officers at this airfield. The orientation of the runways is very possibly incorrect, but the balance of the data is probably fairly accurate."

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

DISTRIBUTION:

- 1 MID D/A
- 1 G-2, Geo Sec
- 1 G-2, GHQ, FEC
- 1 D/I, USAF
- 1 CIC, ATIS
- 1 AC/S-2, AAC
- 1 FEAF AO Sec
- 1 FEAF file

J H Polk  
J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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Kuwait

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Truk Southeast Airfield, Trans-Pacific MB

7/1, G-2, GHO  
7-3

October 1948

Headquarters, Far East Air Forces

29 July 1948

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IH-103-48, dated 21 July 1948, which has been summarized as follows by Headquarters, Far East Air Forces:

1. The Truk Southeast Airfield (22-19'N/154-19'W) is reported to have two crossed concrete or asphalt runways, NW/SW, 8000 x 185 to 285 feet, N/S, 4300 to 8000 x 185 to 285 feet. Two to five hangars, two control towers, wind indicator, a few un-identified buildings, ammunition, aircraft repair shop (two buildings), officers' billets, two apartment units, anti-aircraft guns, two wireless towers, searchlights, headquarters building; four enlisted men's barracks were also observed. One runway was reported to be deteriorating and the south end was in poor condition.

2. An air force school was reported on the field consisting of a three-story building and three smaller buildings. An estimated 300 to 1000 cadets attended this school.

3. About 30 YAK fighter, two P-51 bomber, 100 two-engine transport, and 30 P-2

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training aircraft were observed on the field.

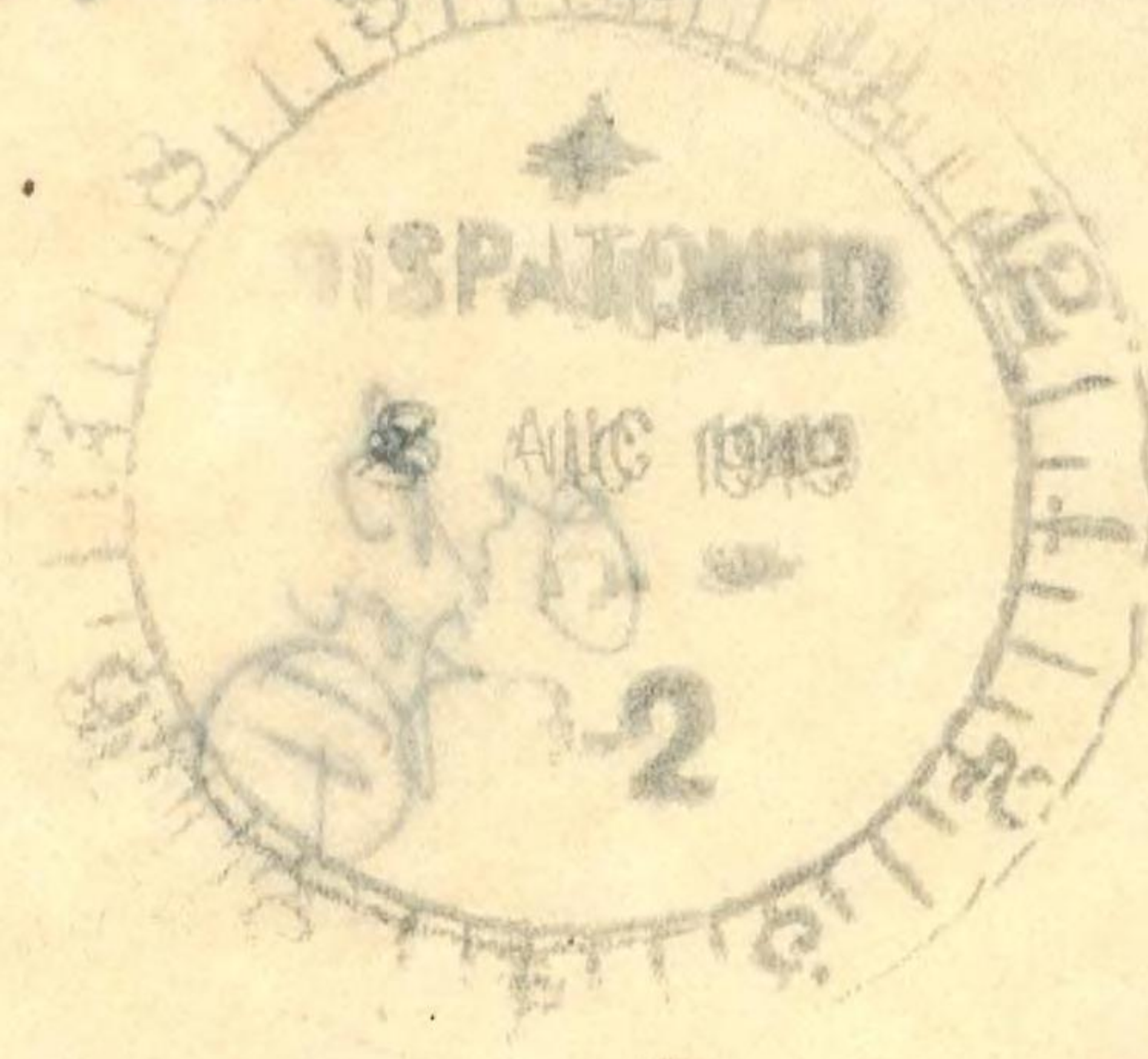
4. A tank unit with garages, warehouses, and repair shop was reported to be SW of the field.

COMMENTS OF APPROVING OFFICER: These three reports provide further confirmation of the existence of surfaced runways and many facilities, as well as the development and operation of air force and communications schools, for training cadets and probationary officers at this airfield. The orientation of the runways is very possibly incorrect, but the balance of the data is probably fairly accurate.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

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J. H. POLE  
Lt Col, GSO  
Asst Exec, G-2



- DISTRIBUTION:
- 1 MID D/A
  - 1 G-2, Geo Sec
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  - 1 D/I, USAF
  - 1 CIC, AFB
  - 1 AC/S-2, AAO
  - 1 FEA/AS Sec
  - 1 FEA/AF

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Russia

TB 2233 4371

Artem/Knevichi Airfield, Maritime MD, USSR

T/I, G-2, GHQ

F-3

December 1946

29 July 1949

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Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-194-49, dated 22 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

1. The ARTEM/KNEVICH I Airfield is reported to have two crossed concrete runways, NE/SW, 3300 by 50 feet, and NW/SE, 1650 by 50 feet. Two hangars, a headquarters building, a possible control tower, a fuel tank, a repair shop, and telephone communications were also observed. An army camp is reported to be located just south of the airfield.

2. The informant believed the installation was operated by the army and navy with a two-star general in command.

3. Twenty to thirty aircraft resembling the LA-5 were parked on the field.

COMMENTS OF APPROVING OFFICER: The report provides additional confirmation on all

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TB 2233 4371  
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data reported. It is possible that the runway dimensions may be under estimated. This information is thought to be fairly accurate in general and indicates the field is serviceable and in operational use. It is believed KNEVICH I is a permanent fighter base for defense of the area.

For the Assistant Chief of Staff, G-2:

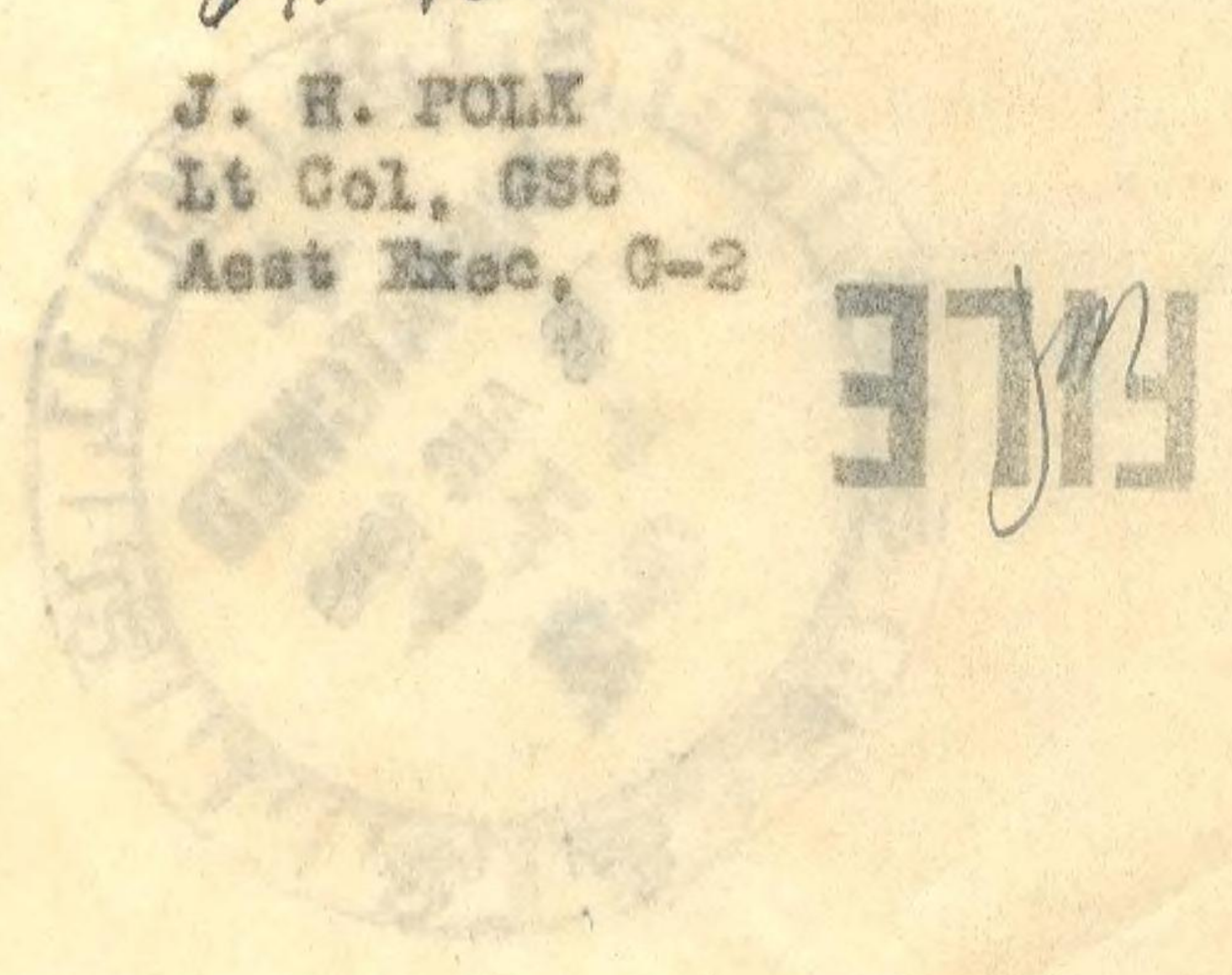
*J H Polk*

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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- 1 MID D/A
- 1 G-2 Geo Sec
- 1 G-2, GHQ, FEC
- 1 D/I, USAF
- 1 CIC, ATIS
- 1 AC/S-2, AAC
- 1 FFAF AO Sec
- 1 FFAF file

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FB 2233 4371

Artem/Khevoichi Airfield, Maritime MD, USSR

T/I G-2, GND

W-3

December 1948

Headquarters, Far East Air Forces

29 July 1949

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-194-49, dated 22 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"1. The ARTEM/KHEVOICHI Airfield is reported to have two crossed concrete runways, NW/SW, 3300 by 80 feet, and NW/SE, 1850 by 80 feet. Two hangars, a headquarters building, a possible control tower, a fuel tank, a repair shop, and telephone communication were also observed. An army camp is reported to be located just south of the airfield.

2. The informant believed the installation was operated by the army and navy with a two-star general in command.

3. Twenty to thirty aircraft resembling the IA-5 were parked on the field.

COMMENTS OF APPROVING OFFICER: The report provides additional confirmation on all

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FB 2233 4371

SECRET

data reported. It is possible that the runway dimensions may be under estimated. This information is thought to be fairly accurate in general and indicates the field is serviceable and in operational use. It is believed KHEVOICHI is a permanent flight base for defense of the area."

For the Assistant Chief of Staff, G-2:

DISTRIBUTION:

- 1 MID D/A
- 1 G-2 Geo Sec
- 1 G-2, GND, WFO
- 1 D/I, USAF
- 1 CIG, AFIS
- 1 AO/S-2, AAC
- 1 WFAA AO Sec
- 1 WFAA File

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BID - 2401.0101, 2508.

DATE - 1955.



G-S Admin Affs Coda



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Russia

TB 2230 4368

Airfield at VOZZHAYEVKA, Trans-Baikal MD

T/I, G-2, GHQ

F-3

Sept 1948

29 July 1949

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Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-186-49, dated 15 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. An airfield with no definite runway was observed just SW of VOZZHAYEVKA RR Station (50-44'N/128-42'E). One hangar, an office building, coal reserve, boiler room, repair shop, oxygen plant, two barracks, officers' quarters, telephone, RR spur, and probably night landing facilities are reported. A brick factory and five oil storage tanks were observed in the vicinity. About 20 two-engine bombers were seen at this field. The possibility of a steel mat strip on the field is also suggested.

2. The KUIBYSHEVKA Airfield is reported to have a 6300 by 135 feet concrete runway and two hangars. Twenty P-39 aircraft were based here in 1947.

3. KHOROL Airfield was also reported operational in September 1948.

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TB 2230 4368

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COMMENTS OF APPROVING OFFICER: The information lends confirmation to the existence of various facilities at the VOZHAYEVKA Airfield."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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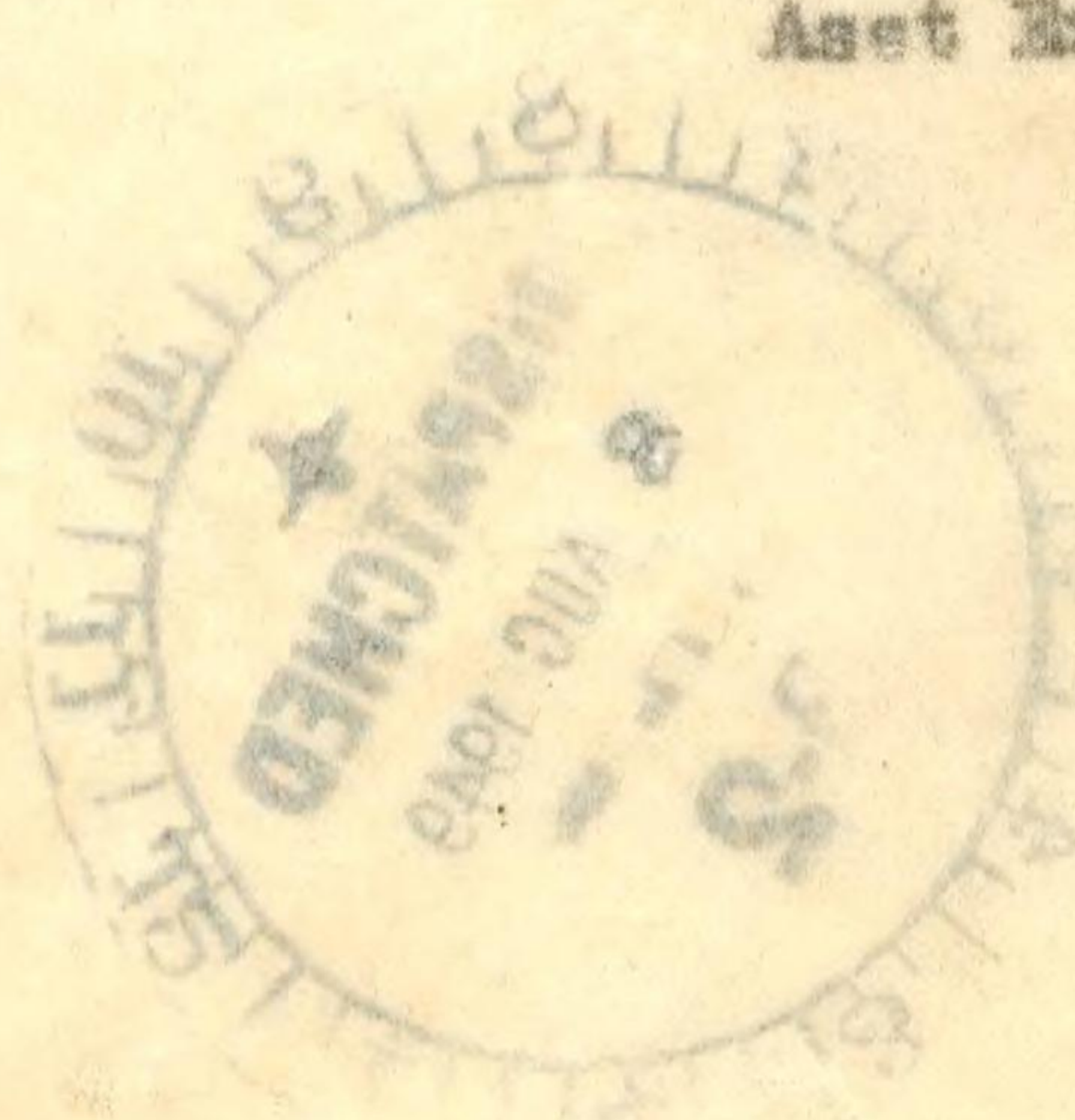
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TS 2230 4388

Attfield of VOZNEVAYKA, Trans-Baltic MD

T/I, G-2, GND

W-3

Sept 1948

Headquarters, Far East Air Forces

29 July 1948

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-188-48, dated 15 July 1948, which has been summarized as follows by Headquarters, Far East Air Forces:

1. An airfield with no definite runway was observed just SW of VOZNEVAYKA RR Station (50-44'N/128-42'E). One hangar, an office building, coal reserve, boiler room, repair shop, oxygen plant, two barracks, officers' quarters, telephone, RR spur, and probably night landing facilities are reported. A brick factory and five oil storage tanks were observed in the vicinity. About 50 two-engine bombers were seen at this field. The possibility of a steel net strip on the field is also suggested.

2. The KUIBYSHOVA Airfield is reported to have a 5200 by 138 feet concrete runway and two hangars. Twenty F-52 aircraft were based here in 1947.

3. KHOROL Airfield was also reported operational in September 1948.

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TS 2230 4388

COMMENTS OF APPROVING OFFICER: The information leads confirmation to the existence of various facilities at the VOZNEVAYKA Airfield.

For the Assistant Chief of Staff, G-2:

J. R. HOLE  
Lt Col, GND  
Asst Exec, G-2



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Russia

TS 2239 4374

Airfields and Aircraft Plant, Western USSR

T/I, G-2, GHQ FEC

See report

See report

30 July 1949

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Hq. Far East Air Forces

Japanese repatriates

Forwarded herewith one (1) copy Air Intelligence Information Report IR-187-49, dated 15 July 1949, which has been summarized as follows by Hq. Far East Air Forces:

"1. Attached four interrogation reports provide airfield descriptions, aircraft counts, aircraft assembly plant data, and some general area data on the following locations in Western USSR.

a. TASHKENT (41-18'N/69-18'E), inclosures 1 and 4, Interrogation Reports numbers 490 and 530.

b. KRASHNOVODSK (40-12'N/52-58'E), inclosure 2, Interrogation Report No. 515.

c. CHKALOV (51-47'N/55-08'E), inclosure 3, Interrogation Report number 528.

d. DONGUZKA (51-31'N/55-01'E), inclosure 3, Interrogation Report No. 528."

For the Assistant Chief of Staff, G-2:

*J H Polk*

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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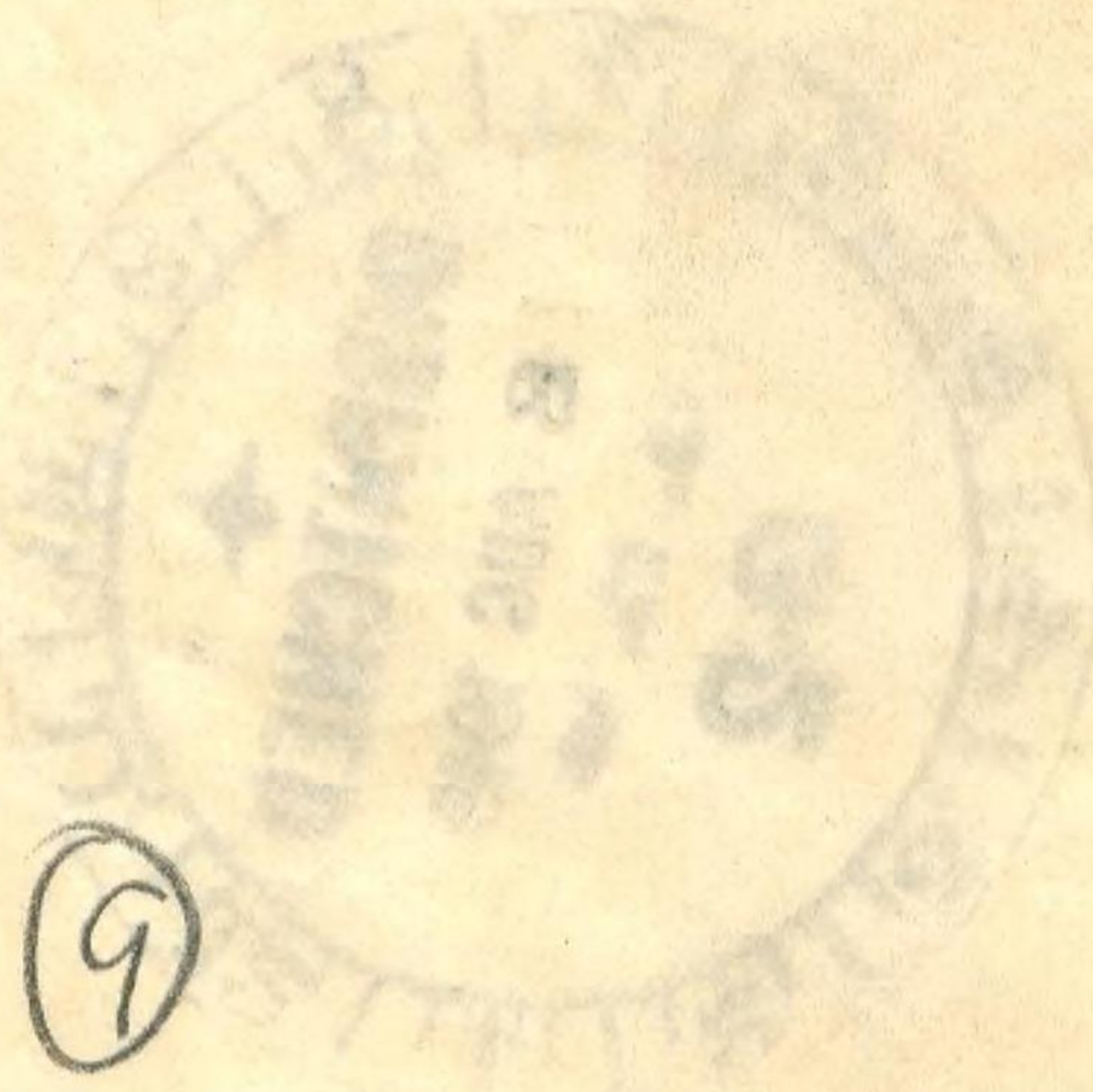
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Airfield and Aircraft Plant, Western USSR  
T/I, G-2, GHD YKO  
See report

30 July 1949  
Japanese reparations

See report  
Hq. Far East Air Forces

1

Forwarded herewith one (1) copy Air Intelligence Information Report IR-187-49, dated 15 July 1949, which has been summarized as follows by Hq. Far East Air Forces:  
1. Attached four investigation reports provide airfield descriptions, aircraft counts, aircraft assembly plant data, and some general area data on the following locations in Western USSR.

- a. TASHKENT (41-18'N/69-18'E), Inclusive 1 and 4, Investigation Reports numbers 480 and 530.
- b. KRASHNOYE (40-12'N/52-58'E), Inclusive 2, Investigation Report No. 515.
- c. CHEKALOV (51-47'N/58-08'E), Inclusive 3, Investigation Report number 528.
- d. BONGURKA (51-31'N/58-01'E), Inclusive 3, Investigation Report No. 528.

For the Assistant Chief of Staff, G-2:

9 H 20/4  
L. H. POIR  
Lt Col, GSC  
Asst Exec, G-2

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Russia

TS 2231 4369  
VOZDVIZHENKA Airfield  
T/I, G-2, GHQ  
P-2

May 1948

29 July 1949

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Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IB-192-49, dated 21 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

\*1. The VOZDVIZHENKA Airfield, which is about five miles north of VOROSHILOV (43-58'N/131-58'E), Siberia, is again reported to have parallel E/S runways, 6600 by 265 feet each, one of which is of hexagonal concrete block construction, and the other dirt. Both runways were used in dry weather by two-engine transport aircraft.

2. Facilities reported include aircraft repair shops, officers dependent housing, radio, RR spur, warehouses, barracks, power plant, and ten half-buried fuel tanks. A good drainage system is also reported.

COMMENTS OF APPROVING OFFICER: All facilities reported on the field are now considered confirmed; the general plan or lay-out of the field is believed to be fairly accurate as six previous reports are almost identical and five others are very similar. The runway lengths, however, may be somewhat exaggerated, although the majority of reports

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TS 2231 4369

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do indicate that the runways are over 6000 feet in length. It is believed that both runways are concrete. This report may indicate that the west runway has either been covered with dirt, or that the concrete has been removed. This airfield, believed to be one of the possibly four best installations in southern Maritime MD, USSR, is considered capable of expanding to the size necessary to base B-29 and/or jet fighter aircraft (if it is not already capable of accommodating such aircraft in very limited operations). It is also believed the runways probably have been extended since 1944 or 1945."

For the Assistant Chief of Staff, G-2:

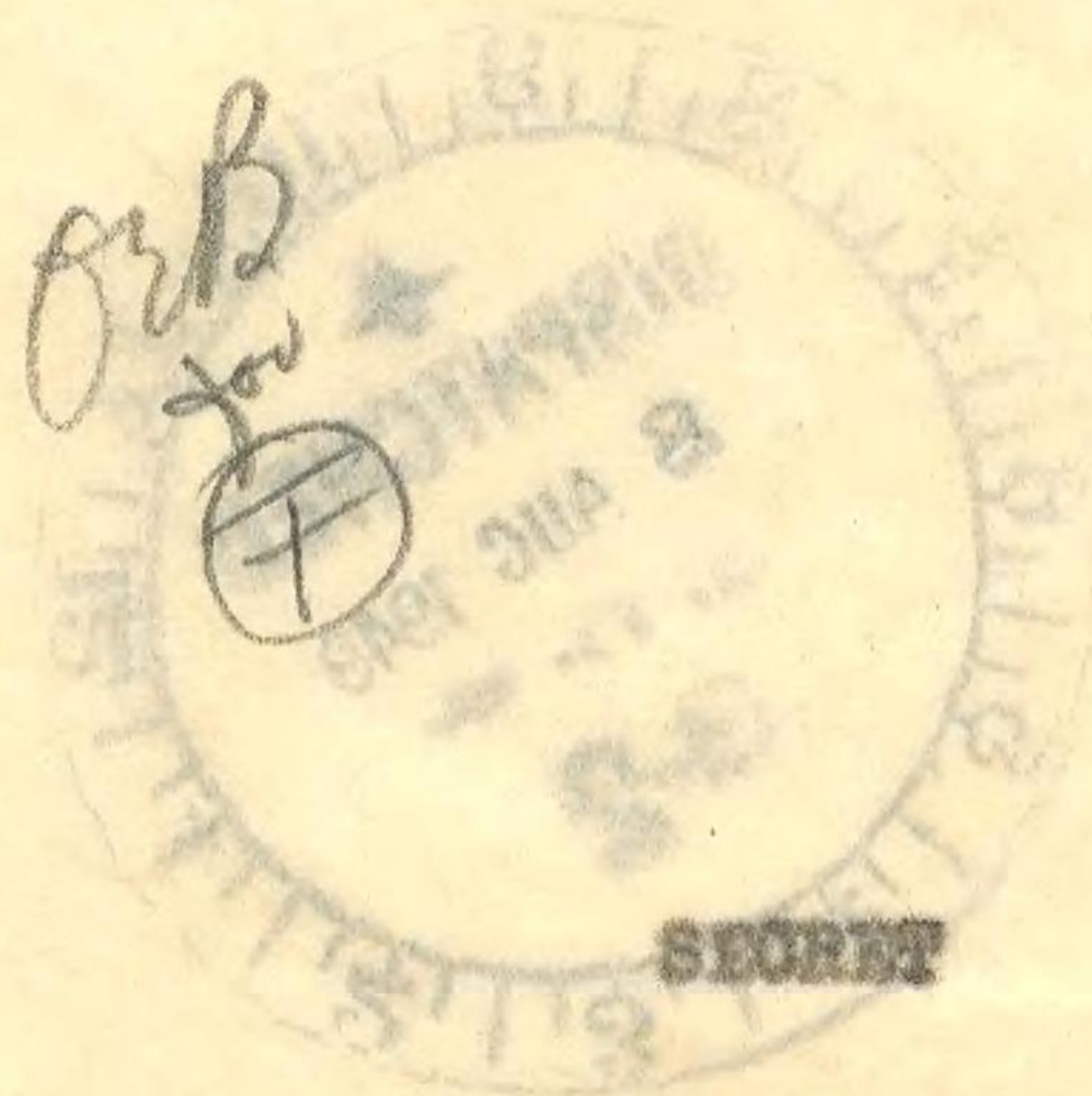
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- 1 FEAF AO Sec
- 1 FEAF file

*JH Polk*

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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Forwarded herewith one (1) copy of Air Intelligence Information Report No. IA-102-49, dated 21 July 1949, which has been summarized as follows by Headquarters, Far East Air Force:

1. The VORONOVKA Airfield, which is about five miles north of VORONOVKA (42-58'N/131-58'W), Siberia, is again reported to have parallel R/B runways, 6000 by 100 feet each, one of which is of hexagonal concrete block construction, and the other dirt. Both runways were used in dry weather by two-engine transport aircraft.

2. Facilities reported include aircraft repair shops, officers dependent housing, radio, RE room, warehouse, barracks, power plant, and ten half-buried fuel tanks. A good drainage system is also reported.

COMMENTS OF APPROVING OFFICER: All facilities reported on the field are now considered confirmed; the general plan or layout of the field is believed to be fairly accurate as six previous reports are almost identical and five others are very similar. The runway layout, however, may be somewhat exaggerated, although the majority of reports do indicate that the runways are over 6000 feet in length. It is believed that both runways are concrete. The report may indicate that the west runway has either been covered with dirt, or that the concrete has been removed. This airfield, believed to be one of the possibly four best installations in southern Maritime MO, USSR, is considered capable of expanding to base B-29 and/or jet fighters.

(It is not already capable of accommodating such aircraft in very limited operations). It is also believed the runways probably have been extended since 1944 or 1945.

For the Assistant Chief of Staff, G-2:

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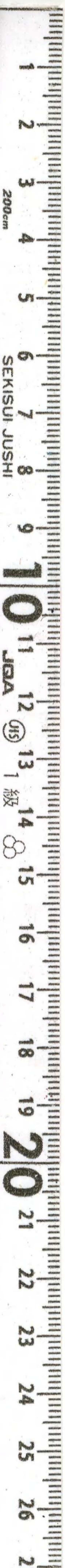


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Asst Exec, G-2

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Russia

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Irkutsk Southeast Airfield, Trans-Baikal MD

T/1, G-2, GHQ

F-3

June 1948

30 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-188-49, dated 20 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. An airfield reported to be four miles SE of IRKUTSK (52-19'N/104-19'E) is believed to have one concrete runway. Eight (8) two-story brick buildings, one aircraft repair shop, two dependent houses (under construction), a water tank, ten three-story brick barracks, a few officers' quarters, an air force headquarters building control tower, and two air force school buildings (under construction) were also observed. Unknown numbers of "MIG-3", C-47 type transport, A-20 bomber aircraft were seen by the informant. The airfield was operated by the army. Mixed personnel were observed wearing crimson, blue, black with red border, and totally black shoulder epaulets on their uniforms.

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TB 2240 4376

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COMMENTS OF APPROVING OFFICER: The information leads further confirmation to the existence of numerous facilities at this installation and indicates further development and enlargement of the air training school at IRKUTSK SOUTHEAST Airfield."

For the Assistant Chief of Staff, G-2:

*J H Polk*

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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*John Fow*

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Iranian Southeast Airfield, Trans-Balkal MD

T/I, G-2, GND

7-3

June 1948

Headquarters, Far East Air Forces

30 July 1948

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-185-48, dated 30 July 1948, which has been summarized as follows by Headquarters, Far East Air Forces:

1. An airfield reported to be four miles SE of IRKUTSK (52-19'N/104-19'E) is believed to have one concrete runway. Eight (8) two-story brick buildings, one aircraft repair shop, two dependent houses (under construction), a water tank, ten three-story brick barracks, a few officers' quarters, an air force headquarters building control tower, and two air force school buildings (under construction) were also observed. Unknown numbers of "MIG-3", C-47 type transport, A-20 bomber aircraft were seen by the informant. The airfield was operated by the army. Mixed personnel were observed wearing Russian, blue, black with red border, and totally black shoulder epaulettes on their uniforms.

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TP 2240 4376

COMMENTS OF APPROVING OFFICER: The information lends further confirmation to the existence of numerous facilities at this installation and indicates further developments and enlargement of the air training school at IRKUTSK SOUTHEAST Airfield.

For the Assistant Chief of Staff, G-2:

L. H. POIK  
Lt Col, G-2  
Asst Exec, G-2

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DATE - 1955

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Russia

TB 2238 4377

Airfields in the SYSOYEVKA Area, Maritime MD

T/I G-2, GHQ FEC

F-3, F-6

Sept 1948

30 July 1949

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Hq. Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report IR-189-49, dated 20 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. The VARFOLOMNEYEVA, NOVO-SYSOYEVKA, STARO-SYSOYEVKA Airfields and a dummy field were observed by the informant over a period of two years.

"2. The only facilities observed at VARFOLOMNEYEVA (44-16'N/133-25'E) were officers' quarters.

"3. NOVO-SYSOYEVKA Airfield (44-13'N/133-22'E) is reported to have two runways 6300 by 900 feet. A concrete parking apron 3150 by 165 feet, one or more hangars, two flood lights, ten U.S.-made trucks, wind sock, six barracks, officers' quarters, and a mess hall were also observed. About 15 two-engine and 15 single-engine aircraft were engaged in daily aerial maneuvers. A four-engine aircraft (possibly the USSR version of the B-29) was seen in flight over the area and reported to land on the N/S runway.

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"4. An airfield SW of STARO-SYSOYEVKA (44-12'N/133-19'E) was observed to have the following facilities: three wooden barracks, a warehouse, utilities office, telephone exchange, headquarters building, mess hall, auto repair shop, a food and clothing warehouse, seven or eight officers' apartments, and a dispensary. Parachute training from transport aircraft was in progress. An estimated strength of 200 enlisted men and 150 officers wearing "14K" insignia on sky blue epaulets were at the field.

"5. A dummy field is reported five miles ENE of the SYSOYEVKA RR Station (44-12'N/133-19'E)."

For the Assistant Chief of Staff, G-2:

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*J. H. Polk*  
 J. H. POLK  
 Lt Col, GSC  
 Asst Exec, G-2

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Russia

TS 2328 4377

Airfield in the SYOYVKA Area, Maritime MO

W/1 G-2, G-3, G-4  
7-3, 7-6

Sept 1948

Hq. Far East Air Forces

30 July 1948

Japanese reports

Forwarded herewith one (1) copy of Air Intelligence Information Report IR-183-48, dated 30 July 1948, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. The YARPOHOMYRKA, NOVO-SYOTVKA, STARO-SYOTVKA Airfields and a dummy field were observed by the informant over a period of two years.

"2. The only facilities observed at YARPOHOMYRKA (44-18'N/133-22'E) were officers' quarters.

"3. NOVO-SYOTVKA Airfield (44-18'N/133-22'E) is reported to have two runways 6300 by 300 feet. A concrete parking apron 3150 by 185 feet, one or more hangars, two flood lights, ten U.S.-made trucks, wind sock, six barracks, officers' quarters, and a mess hall were also observed. About 15 two-engine and 15 single-engine aircraft were engaged in daily aerial maneuvers. A four-engine aircraft (possibly the USSR version of the B-29) was seen in flight over the area and reported to land on the W/E runway.

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TS 2328 4377

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"4. An airfield SW of STARO-SYOTVKA (44-12'N/133-19'E) was observed to have the following facilities: three wooden barracks, a warehouse, utilities office, telephone exchange, headquarters building, mess hall, auto repair shop, a food and clothing store, seven or eight officers' apartments, and a dispensary. Parachute training from transport aircraft was in progress. An estimated strength of 300 enlisted men and 150 officers wearing "IAK" insignia on sky blue uniforms were at the field.

"5. A dummy field is reported five miles WNE of the SYOYVKA RR Station (44-12'N/133-19'E).

For the Assistant Chief of Staff, G-2:

S3462

Asst Insp, G-2  
Lt Col, G-2  
J. H. POIR

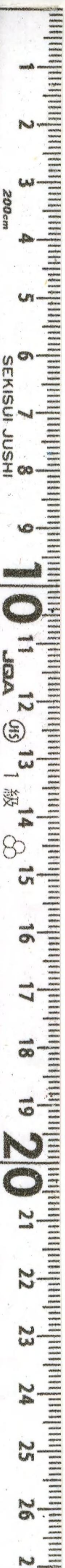


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Russia

TB 2234 4372

Airfield at Artem, Maritime MD

T/I, G-2, GHQ

F-3

Jan 1948

29 July 1949

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Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-191-49, dated 21 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"At ARTEM (43-19'N/132-10'E) an airfield was observed to have a N/S concrete runway 6300 by 265 feet and the following facilities: one large hangar (possible capacity 100 single-engine fighters), three mobile radar units, twenty concrete two-story barracks. A large building SW of the field, believed to be a factory, was also reported. Seventy to eighty "YAK-3" single-engine fighters were observed parked on the field. Air combat and target practice were conducted almost daily.

COMMENTS OF APPROVING OFFICER: The reported installation is not positively identified but may be ARTEM/KNEVICH I Airfield or may possibly be ARTEM NW as listed in reference publication. The information further indicates the possible existence of an airfield with a concrete runway of approximately 6000 feet in the vicinity of ARTEM."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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- 1 FEAF AO Sec
- 1 FEAF file



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Russia

23 July 1948

Headquarters, Far East Air Forces

T/1-G-2, HQ

7-3

23 July 1948

Headquarters, Far East Air Forces

23 July 1948

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. II-191-48, dated 21 July 1948, which has been summarized as follows by Headquarters, Far East Air Forces:

"AT ASEM (43-12'N/133-10'E) an airfield was observed to have a 2/3 concrete runway 6000 by 288 feet and the following facilities: one large hangar (possible capacity 100 single-engine fighters), three mobile radar units, twenty concrete two-story barracks. A large building SW of the field, believed to be a factory, was also reported. Seventy to eighty 'YAK-3' single-engine fighters were observed parked on the field. Air combat and target practices were conducted almost daily.

COMMENTS OF APPROVING OFFICER: The reported installation is not positively identified but may be ASEM/KHEVICH AIRFIELD or may possibly be ASEM SW as listed in reference publication. The information further indicates the possible existence of an airfield with a concrete runway of approximately 6000 feet in the vicinity of ASEM."

For the Assistant Chief of Staff, G-2:

Asst Exec, G-2  
Lt Col. GSC  
J. H. POLE

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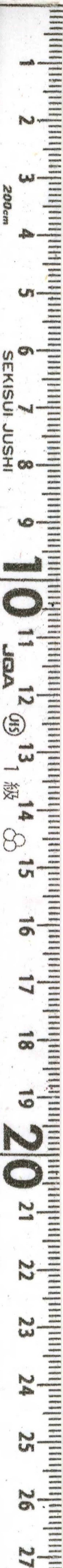
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USSR

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Airfields and Aircraft Plants, Western USSR

T/I, G-2, GHQ FEC

see report

see report

5 August 1949

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Hqs. Far East Air Forces

Japanese repatriates

24190

Forwarded herewith one (1) copy of Report No. IR-195-49, dated 22 July 1949, which has been outlined as followed by Hqs. Far East Air Forces:

"The attached four (4) interrogation reports provide airfield descriptions, aircraft counts, aircraft plant data, and some general area data on the following locations in Western USSR:

- a. CHUGUEV 49-56'N/36-45'E Incl 1 Interr Rpt 534
- b. SVERDLOVSK 46-50'N/60-45'E Incl 2 Interr Rpt 548
- c. KRASHNOVODSK 40-02'N/52-59'E Incl 3 & 4 Interr Rpts 553 and 560

"COMMENTS OF APPROVING OFFICER: No further evaluation is placed upon these reports by this headquarters."

For the Assistant Chief of Staff, G-2:

*js* J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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BID 2401.0101; 2503; 4404

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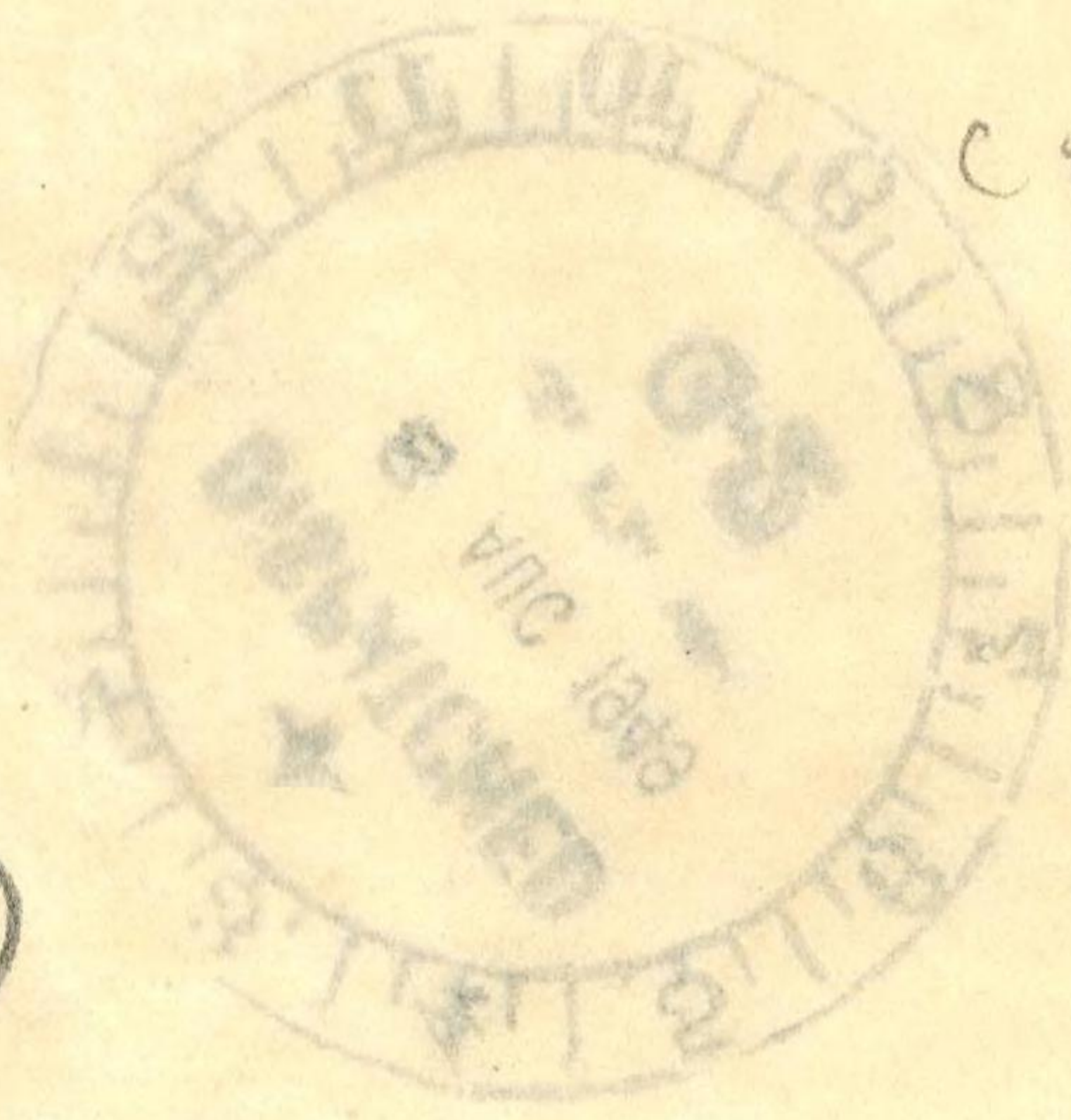
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Airfields and Aircraft Plants, Western USSR

T/I, G-2, GND FIC

see report

see report

Hqs. Far East Air Forces

5 August 1949  
Japanese reparations

Forwarded herewith one (1) copy of Report No. IR-195-49, dated 22 July 1949, which has been outlined as follows by Hqs. Far East Air Forces:  
"The attached four (4) interrogation reports provide airfield descriptions, air-  
craft counts, aircraft plant data, and some general area data on the following locations  
in Western USSR:

- a. CRUUVY 48-56'N/26-48'E Incl 1
  - b. SVENDELVSE 48-50'N/20-45'E Incl 2
  - c. KRASHOVDSK 40-02'N/52-59'E Incl 3 & 4
- Incl 1  
Incl 2  
Incl 3 & 4

COMMENTS OF APPROVING OFFICER: No further evaluation is placed upon these reports by this headquarters.

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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DATE 1555, 1553  
BID 2401.0101; 2503; 4404

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Russia

TB 2229 4367

TEHHAI Airfield, Etorofu-to, Kurile Islands, USSR

T/I, G-2, GHQ

F-3

Aug 1947

29 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-184-49, dated 15 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. The TEHHAI Airfield (44-55'N/147-38'E) is described as an active and evidently operational base for single-engine fighter and two-engine bomber aircraft in 1946 and 1947. The runways are all concrete, one 265 feet wide strip extending 5940 feet NE/SW and another strip (E/W) measuring 4950 X 265 feet. The isolated strip is much shorter. An extensive taxiway-revetment-dispersal system is not indicated to be in use, as aircraft were parked along the sides of the runway. A former warehouse has been converted to an aircraft repair shop. Drum fuel storage, a motor pool, probably ample barracks and warehouses, a bomb dump, and 1000 Soviet Air Force personnel are reported on the installation.

COMMENTS OF APPROVING OFFICER: This airfield was previously reported to have been improved by the Soviets, but as yet no hangars have been replaced. The field has

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evidently been maintained, but only a few additional barracks are believed to have been constructed since 1945. The runways are usually reported to be much longer than dimensions indicated by photo interpretation. There is no reason to believe that the runways have actually been lengthened, as there are no extensions shown on sketches beyond the turning circles which were at the ends of original runways. It is possible that observers consistently over-estimated the runway lengths or that dimensions obtained from photographs were under-estimated."

For the Assistant Chief of Staff, G-2:

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 J. H. POLK  
 Lt Col, GSG  
 Asst Exec, G-2

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THENAI Airfield, Khorof-to, Kurile Islands, USSR

T/I G-2, G-3

8-3

Aug 1947

Headquarters, Far East Air Force

29 July 1949

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-184-49, dated 15 July 1949, which has been summarized as follows by Headquarters, Far East Air Force:

1. The THENAI Airfield (44-55'N/147-38'W) is described as an active and evidently operational base for single-engine fighter and two-engine bomber aircraft in 1945 and 1947. The runways are all concrete, one 365 feet wide strip extending 3940 feet NW and another strip (N/W) measuring 4880 x 365 feet. The isolated strip is much shorter. An extensive taxiway-revêtement-dispersal system is not indicated to be in use, as aircraft were parked along the sides of the runway. A former warehouse has been converted to an aircraft repair shop. Iron fuel storage, a motor pool, probably engine barracks and warehouses, a bomb dump, and 1000 Soviet Air Force personnel are reported on the installation.

COMMENTS OF APPROVING OFFICER: This airfield was previously reported to have been improved by the Soviets, but as yet no hangars have been reported. The field has

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FB 3339 4337

evidently been maintained, but only a few additional barracks are believed to have been constructed since 1945. The runways are usually reported to be much longer than dimensions indicated by photo interpretation. There is no reason to believe that the runways have actually been lengthened, as there are no extensions shown on sketches beyond the turning circles which were at the ends of original runways. It is possible that observers consistently over-estimated the runway lengths on their dimensions obtained from photographs were under-estimated."

For the Assistant Chief of Staff, G-2:

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G-2 Admin Lt JG Cobb

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Russia

TB 2241 4375

Petropavlovsk and Kataoka Airfields, Kamchatka and Kurile Islands

T/I, G-2, GHQ

F-3

Sept 1948

30 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriates

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-132-49, dated 15 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. Three airfields, YELIZOVO, KORYAKI, and SEVERO, in the vicinity of Petropavlovsk, and KATAOKA Airfield on Shimushu Island, Kuriles, are described in the attached interrogation report.

2. These active airfields, reported to be under command of a Soviet brigadier general, are all operational, primarily basing F-39 (U.S. made) and Soviet YAK fighters.

3. a. YELIZOVO Airfield (53-15'N/158-17'E) is reported to have a 5000 by 130 foot concrete-block runway, portable beacons, radio, two aircraft repair shops, a headquarters building, and barracks.

b. KATAOKA Airfield (50-43'N/156-12'E) has two 4000 X 165 foot runways, one

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of which is concrete and the other gravel, gravel taxiways, two aircraft repair shops, revetments, auto repair shop, radio, two fuel storage tanks. It bases 100 fighter aircraft and 500 personnel.

c. KORYAKI Airfield (53-17'N/158-12'E) is reported to have a 4000 by 165 foot steel mat runway, barracks, revetments, and portable communications and lights.

d. SEVERO Airfield (approximately 53-14'N/158-16'E) is reported to base two-engine bombers.

COMMENTS OF APPROVING OFFICER: This report provides further confirmation of the existence of three improved airfields at Petropavlovsk, and of the operational status of KATAOKA Airfield, Shimushu Island. The report also indicates possible extension of the YELIZOVO Airfield's concrete runway. The steel mat on KORYAKI may also have been extended."

For the Assistant Chief of Staff, G-2:

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J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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TR 5241 #375

Petrovovsk and Katakoka Airfields, Kamchatka and Kurile Islands

T/I, G-2, GHD

P-3

1

Headquarters, Far East Air Forces

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-185-49, dated 15 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. Three airfields, YELIZOVO, KOHYAKI, and SEVERO, in the vicinity of Petrovovsk, and KATAOKA Airfield on Shumshu Island, Kuriles, are described in the attached investigation report.

2. These active airfields, reported to be under command of a Soviet brigadier general, are all operational, primarily basing P-39 (U.S. made) and Soviet YAK fighters.

3. a. YELIZOVO Airfield (52-15'N/158-17'E) is reported to have a 5000 by 150 foot concrete-block runway, portable beacon, radio, two aircraft repair shops, a headquarters building, and barracks.

b. KATAOKA Airfield (50-47'N/156-12'E) has two 4000 x 165 foot runways, one

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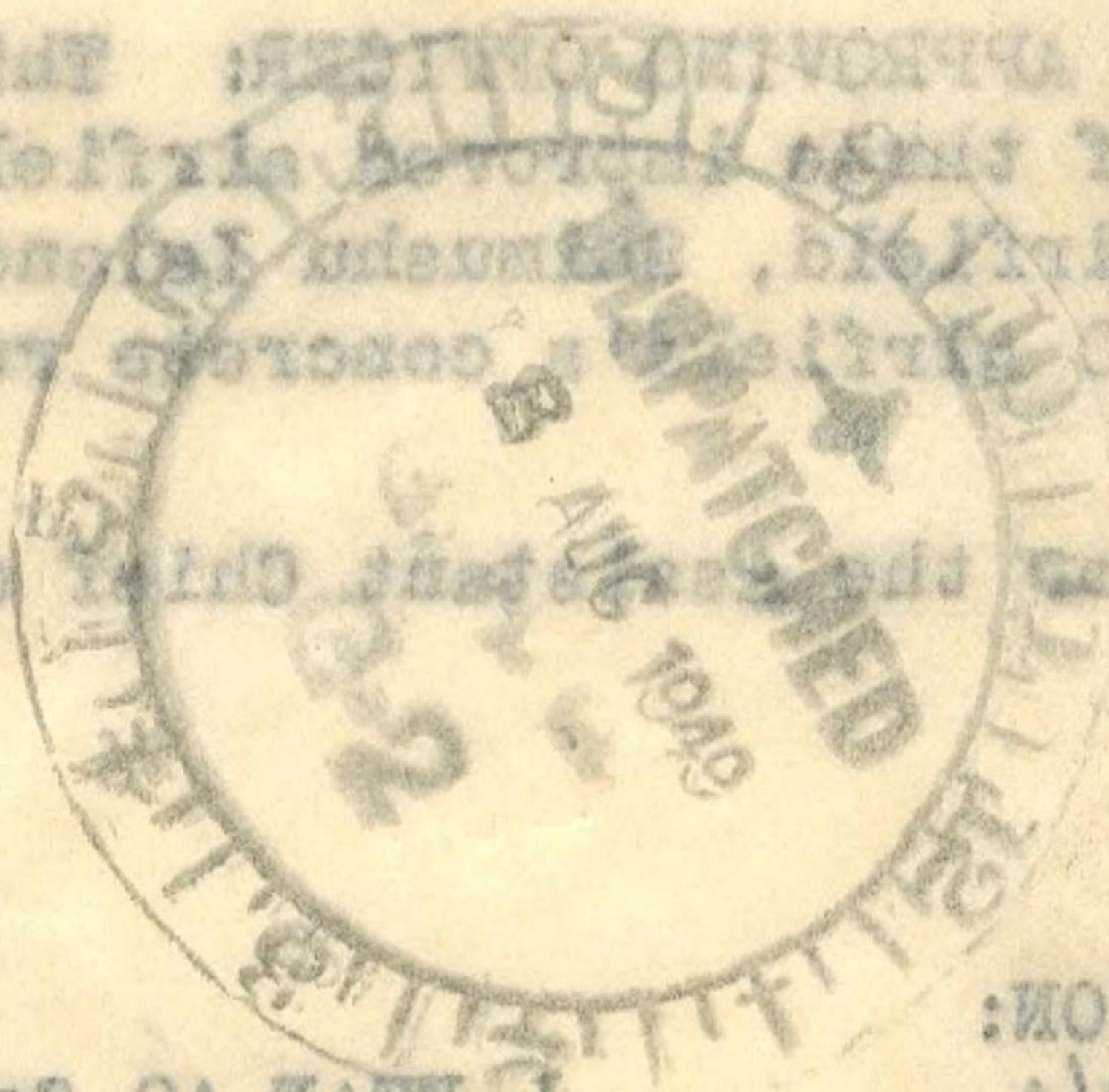
of which is concrete and the other gravel. Gravel taxiways, two aircraft repair shops, revetments, auto repair shop, radio, two fuel storage tanks. It bases 100 fighter aircraft and 500 personnel.

c. KOHYAKI Airfield (52-17'N/158-12'E) is reported to have a 5000 by 165 foot steel mat runway, barracks, revetments, and portable communications and lights.

d. SEVERO Airfield (approximately 52-16'N/158-16'E) is reported to base two-engine bombers.

COMMENTS OF APPROVING OFFICER: This report provides further confirmation of the existence of these active airfields of Petrovovsk, and of the operational status of KATAOKA Airfield, Shumshu Island. The report also indicates possible extension of the YELIZOVO Airfield's concrete runway. The steel mat on KOHYAKI may also have been extended.

For the Assistant Chief of Staff, G-2:



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Lt Col, GSC  
Asst Insp, G-2

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Russia

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FURBA (Padali) Airfield, Komsomolsk, Trans-Baikal ND

F/I, G-2, GHQ

F-3

Aug 1947

29 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriates

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-183-49, dated 15 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"An airfield located about 20 miles south of KOMSOMOLSK (50-33'N/136-59'E), (identified by the source as "Furba") is reported to have two parallel N/S concrete-block runways, one measuring 3165 by 330 feet and the other 2640 by 230 feet. The shorter strip (on the east side) is evidently in poor condition. A paved taxiway encircles both runways. There were 10 revetments and a few barracks housing an anti-aircraft unit. Although the field is evidently not operational, a two-engine aircraft landed three or four times a week.

COMMENTS OF APPROVING OFFICER: The described location places this airfield at PADALI. A previous report on an airfield identified as "FURUBA" was thought possibly to pertain to KOMSOMOLSK SOUTH Airfield. These reports are now believed to pertain to the PADALI Airfield. The runway lengths indicated in this report are very short in comparison

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TB 2228 4366

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with those previously reported, and no reliable estimate of their actual length can therefore be arrived at on the basis of this information, nor is any satisfactory solution suggested resolving the extreme differences between 3000 and over 6000 feet in reported dimensions. It is, however, now believed that "FURUBA" or "FURBA" may be another name for PADALI and that the field does have parallel paved runways. All data except the runway lengths contained in this report are believed "probably true" and the dimensions are considered "possibly true".

For the Assistant Chief of Staff, G-2:

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J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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TURBA (Pabali) Airfield, Komomolok, Trans-Malaya MO

T/I, G-2, GHO

T-3

Aug 1947

Headquarters, Far East Air Force

29 July 1949

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-183-49, dated 18 July 1949, which has been summarized as follows by Headquarters, Far East Air Force:

"An airfield located about 20 miles south of KOMOMOLOK (50-22'N/132-53'W), (identified by the source as "Turba") is reported to have two parallel W/S concrete-block runways, one measuring 3165 by 330 feet and the other 2840 by 330 feet. The shorter strip (on the east side) is evidently in poor condition. A paved taxiway extends both runways. There were 10 revetments and a few barracks housing an anti-aircraft unit. Although the field is evidently not operational, a two-engine aircraft landed three or four times a week.

COMMENTS BY APPROVING OFFICER: The described location places the airfield at PABALI. A previous report on an airfield identified as "TURBA" was thought possibly to pertain to KOMOMOLOK SOUTH Airfield. These reports are now believed to pertain to the PABALI Airfield. The runway lengths indicated in this report are very short in comparison

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with those previously reported, and no reliable estimate of their actual length can therefore be arrived at on the basis of this information, nor is any satisfactory solution suggested resulting the extreme difference between 3000 and over 6000 feet in reported dimensions. It is, however, now believed that "TURBA" or "TURBA" may be another name for PABALI and that the field does have parallel paved runways. All data except the runway lengths contained in this report are believed "probably true" and the dimensions are considered "possibly true."

For the Assistant Chief of Staff, G-2:

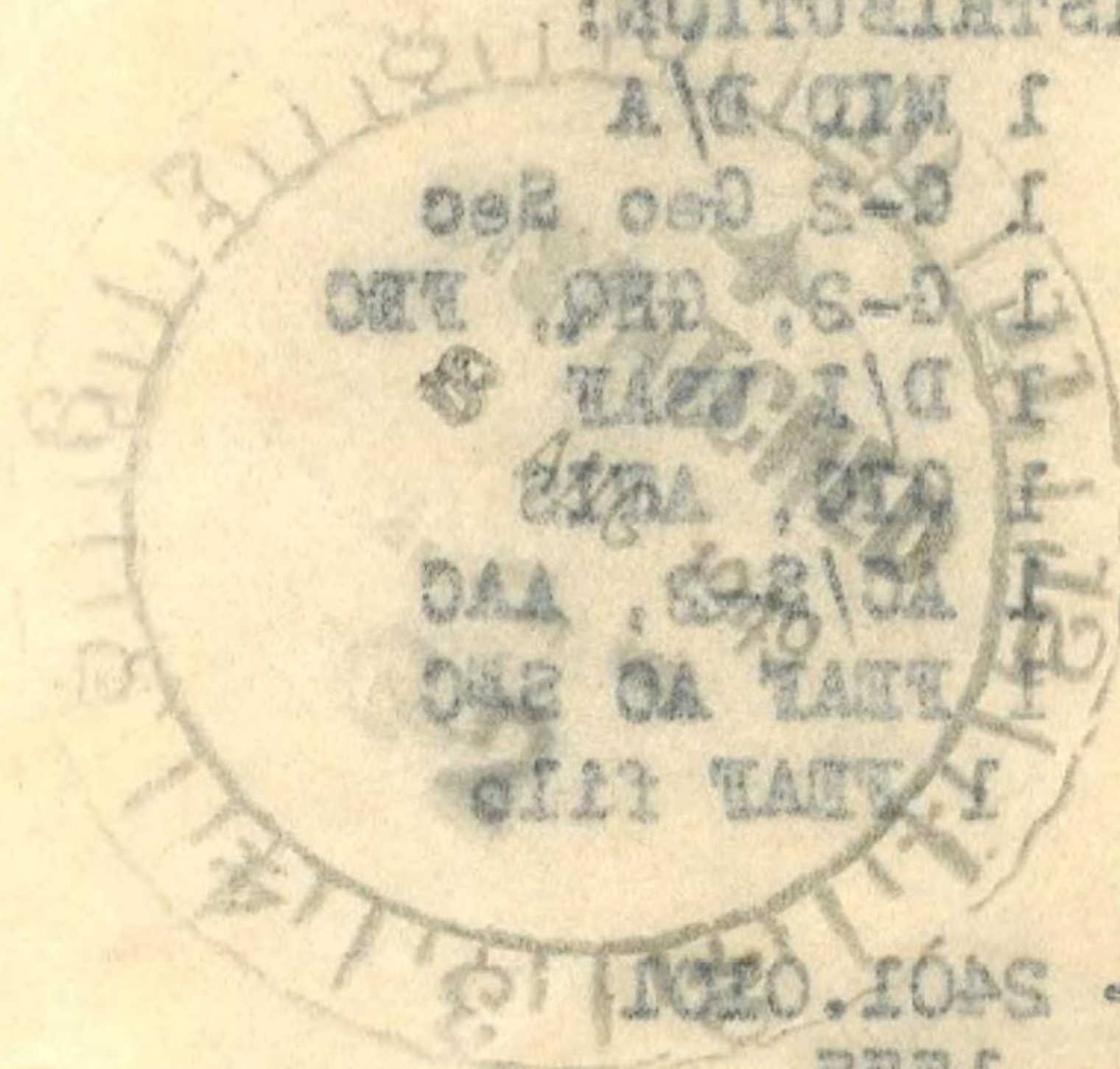
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J. H. POIR  
Lt Col, GSO  
Asst Exec, G-2

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Russia

22878

TB 2181 4336

Airfield near UGLOVAYA, Southeastern Siberia

T/1, G-2, GHQ

F-3

August 1948

22 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-158-49, dated 24 June 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"1. An airfield is reported approximately 2½ miles North of UGLOVAYA RR Station (43°21'N/132°03'E), which is about 17 miles NNE of VLADIVOSTOK, with an E/W concrete runway about 2640 X 165 feet, six two-story brick barracks, four searchlights, and four fuel tanks. No other facilities were observed.

2. About 20 to 30 single-engine fighter aircraft and 800 Soviet Air Force personnel were based here. Air activity reportedly included night flying.

3. The barracks reported could conceivably accommodate 800 men, and the capacity of the fuel tanks is estimated at approximately 12,600 gallons.

4. Two barracks and a hangar, possibly associated with another airfield west of and across a river from the installation described, is shown on the informant's sketch.

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COMMENTS OF APPROVING OFFICER: The installation is not positively identified, and identification of the fighter aircraft has not been established. The information may pertain to UGLOVAYA NW Airfield. The report is not considered reliable in direction or distance, but does provide some additional data on details of the field and indicates the installation is operational."

For the Assistant Chief of Staff, G-2:

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- 1 FEAF file

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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Russia

22874

TB 2179 4324

Airfield at Chernyshevka, Southeastern Siberia

T/I, G-2, GHQ

F-6

August 1946

21 July 1949

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Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-169-49, dated 9 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"1. An airfield two miles from the town of CHERNYSHEVKA (44-11'N/133-06'E), Siberia, is reported to have an E/W hexagonal block concrete runway 6600 X 135 feet and a 500 X 65 foot paved taxiway, three medium sized hangars, three revetments, and five dependent apartment houses.

2. A new extremely long E/W runway is reported to have been under construction in 1946.

3. Ten two-engine bombers, six fighters, and one transport were observed on the field.

COMMENTS OF APPROVING OFFICER: The identity of the field reported is not established.

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The description indicates that the field is east of the town. The sketch, however, shows the field to be SW of the town.

One previous interrogation report (IR-139-49, Inclosure 2) likewise indicated a long runway to be under construction at Chernyshevka. Although the runway length is believed to be exaggerated, and precise identification of the field in the local area is not established, it is very possibly true that such a project has been undertaken."

For the Assistant Chief of Staff, G-2:

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J.H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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Russia

TB 2186 4375  
Airfields in SYSOYEVKA Area, Maritime MD  
T/I, G-2 GHQ FBC  
See report  
1  
August 1948  
Hqs. Far East Air Forces

22 July 1949  
Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-143-49 dated 10 June 1949. The following summary was prepared by Headquarters, Far East Air Forces:

- "1. Six airfields and a dummy field were observed in the SYSOYEVKA (44° 13'N/133° 22'E) area by two repatriated Japanese POW's from 1945 to 1947 and from 1947 to August 1948.
- "2. STARO SYSOYEVKA Airfield is variously reported as having no definite runway and as having one runway of compact rock 5,000 feet by 600 feet. One hangar and searchlights are reported on the field.
- "3. NOVO SYSOYEVKA airfield is reported to have a dirt runway. No facilities were observed on the field and personnel were quartered in the town. An underground fuel storage area is reported located one mile southwest of this field.
- "4. Two airfields located NE of Novo Sysoyevka are identified as the VARFOLO-MEYEVKA SOUTH and SOUTHWEST Airfields. No runways were visible at either field. Facilities reported to be at the Southwest field were one hangar, five barracks, and an under-

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ground gasoline storage area. Facilities at the South field are reported to include two hangars, ten barracks, dependent's quarters, and RR spur line.

- "5. Another field is reported to be just west of Novo Sysoyevka Airfield.
- "6. SEMENOVKA Airfield is reported just south of town of Semenovka, in addition to a runway and barracks on the field, an aircraft repair shop, power plant, glider plant, searchlights, anti-aircraft guns, and wireless station are reported in the vicinity.
- "7. The Sysoyevka area is reported to contain a radar installation, aircraft repair shop, tank repair shop, ammunition dump, and a thermo-electric power plant. Airborne, medical, paratroop, airforce units have been observed in the area.
- "8. Intensive flight training, including some night flying, is reported. Fighters, some two-engine bombers, and transport aircraft, and possible B-24 type bombers are reported as based here.

"COMMENTS OF APPROVING OFFICER: All airfields except the small field west of Novo Sysoyevka and the dummy field are considered confirmed. These reports serve only to indicate the fields are operational and capable of basing a substantial number of aircraft."

For the Assistant Chief of Staff, G-2:

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[Signature]  
J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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Russia

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TB 2184 4335  
 Airfield at KHABAROVSK, Siberia  
 T/1, G-2, GHQ  
 F-3

Sept 1948

22 July 1949

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Headquarters, Far East Air Forces

Repatriated Korean POW

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-159-49, dated 24 June 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"a. An unidentified airfield estimated to be about  $3\frac{1}{2}$  miles SE of KHABAROVSK RR Station ( $48^{\circ}20'N/135^{\circ}08'E$ ), Siberia is reported to have crossed asphalt runways, the longer extending E/W and measuring about 8250 X 99 feet and the shorter N/S runway about 4950 X 99 feet. Facilities reported consist of 20 two-story barracks, a power plant, seven (7) wooden warehouses with 55 gallon drums stored in front of each, and 30 US made trucks.

2. In 1947 two hundred (200) two-engine aircraft were observed parked along the west end of the E/W runway. On a subsequent date, 20 trainers were observed on the field.

COMMENTS OF APPROVING OFFICER: Although extensive efforts have been made to identify

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this installation, positive identity has not been established. The information may pertain to GAROVKA. The runway dimensions reported are questionable and believed to be greatly exaggerated. However, the possibility remains that there is a large field with crossed, paved runways in the vicinity."

For the Assistant Chief of Staff, G-2:

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J. H. POLK  
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 Asst Exec, G-2

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Russia

TB 2182 4334

Airfields in the KOMSOMOLSK Area, USSR

T/1, G-2, GHQ  
F-6

See report

22 July 1949

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Headquarters, Far East Air Forces

Japanese repatriates

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-144-49, dated 14 June 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. The attached three (3) reports contain information pertaining to three (3) airfields in the KOMSOMOLSK region, Siberia.

2. KONDON Airfield (50°58'N/136°47'E), a small sod airfield with no facilities other than six to ten revetments and four (4) possible small underground barracks, is indicated to be about 30 miles north of Komsomolsk.

3. GORIN Airfield (51°54'N/136°50'E) reported to be just east of the Gorin River has a NE/SW concrete runway 2640 X 165 feet and a concrete taxiway to dirt revetments, and some underground fuel tanks. Another report indicates the concrete runway is about 4000 X 300 feet and that there are three buildings along the east side of the field.

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4. GORIN North Airfield (50°55'N/136°51'E) indicated to be north of the Gorin River and NW of the town is also reported to have a concrete runway about 4000 X 300 feet and several revetments in a large grass area.

5. All of these airfields are indicated to be abandoned or only occasionally used at the time of observation. The installations are reported to be subject to flooding during the rainy season.

COMMENTS OF APPROVING OFFICER: There are two SARGOL Airfields known to be located in this area north of Komsomolsk. It is possible that a third landing ground may exist but is not confirmed. The two Gorin airfields are believed to be identifiable as SARGOL South and SARGOL SE Airfields at (51°05'N/136°25'E) and (51°08'N/136°35'E), respectively, as listed in USAF publication USSR SE Siberia, Airfields & Seaplanes Stations (Dec. 1948). The RR is probably a completed section of the BAM RR."

For the Assistant Chief of Staff, G-2:

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1 DAS, USAF  
1 CIC, ATIS  
1 AC/S-2, AAC  
1 FEAF file

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J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

BID - 2401.0101  
DAIT - 1555

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FILE

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Russia

TB 2177 4322  
VARFOLOMEYEVKA Southwest Airfield, Maritime MD  
T/I, G-2, GHQ FEC  
F-3  
1 Hqs. Far East Air Forces

21 July 1949  
Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-172-49 dated 11 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. An airfield at VARFOLOMEYEVKA (44-18'N/133-29'E), Siberia, is reported to have two concrete runways (NW/SE, 1500 to 1800 X 100 feet, NNE/SSW, 2000 to 2500 X 125 feet). An asphalt taxiway leads from the runways to the aircraft repair plant. A few four-engine (TB-7) bombers, two C-47 type transports, and about six single-engine aircraft were seen parked on the field.

"2. The adjacent aircraft repair plant area is reported to include a motor pool, engine repair and testing plant, machine shop, boiler shop, main repair shop, two warehouses, water pump, coal reserve, and railroad spur. Two five-story apartment buildings and a theater were also observed in the area. The plant, under military management, employed a labor force estimated at 2000.

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TB 2177 4322

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"COMMENTS OF APPROVING OFFICER: The existence of the airfield and aircraft repair plant is confirmed. It is believed that the informant is confused as to the location of the installation in reference to the RR station, the installation being actually SW of the town. The length of the runway is believed to be underestimated.

"The possible increase of facilities reported at the aircraft plant is significant. Production rate data are unknown."

For the Assistant Chief of Staff, G-2:

DAIT 1555

*J. K. Polk*  
J. K. POLK  
Lt Col, GSC.  
Asst Exec, G-2

FILE  
*mm*

DIST:

- 1- MID D/A
- 1- Geo Sec MISD
- 1- D/I USAF
- 1- CIC ATIS
- 1- AC/s-2 AAC
- 1- FEAF AO Sec
- 1- FEAF File

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Russia

TB 2189 4339

ZONALNAYA Airfield, Sakhalin Island, USSR

T/1, G-2, GHQ FEB

P-3

October 1946

22 July 1949

1

Hqs. Far East Air Forces

Japanese repatriates

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-163-49, dated 27 June 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. An airfield 2½ miles south of Kirovskoye (50°42'N/142°44'E) on Sakhalin Island is reported to be operational and capable of basing about 40 two-engine bombers (PB-2). The field has two parallel N/S runways, each about 3300 X 165 feet. There are 10 barracks on the field. A dependent housing area lies 330 feet west of the field. A large cave located 3300 feet east of the east runway is utilized as a hangar and repair shop.

\*COMMENTS OF APPROVING OFFICER: The installation described is identified as ZONALNAYA Airfield rather than Kirovskoye. On the basis of previous reports which indicated, on the average, runway lengths of 4500 feet, it is possible either that the source of this report underestimated runway length or that the previous information is incorrect.

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TB 2189 4339

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G-2 Admin File Copy

Actual runway length remains undetermined. However, it is believed that the two N/S parallel runways do exist at ZONALNAYA. The other facilities reported are likewise considered to be fairly well confirmed.

"Although facilities are somewhat limited, the base is evidently capable of supporting one Soviet air regiment of two-engine bombers or transports."

For the Assistant Chief of Staff, G-2:

DAIT 1555

J. W. POLK  
Lt Col, GSC  
Asst Exec, G-2

FILE

DIST:

1- MID 1- Geo Sec  
1- G-2 GHQ  
1- C/s USAF  
1- CIC FIS  
1- Ac/s-2 AAC  
1- FEAF Tgts  
1- FEAF file (9)

SECRET

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2401-0101

SECRET

Russia

TS 2189 4339

KORAIKAWA Airfield, Sakhalin Island, USSR

T/I, G-2, GND PWD

P-3

October 1948

Hqs. 1st East Air Force

22 July 1949

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-163-49, dated 27 June 1949, which has been summarized as follows by Headquarters, 1st East Air Force:

1. An airfield 3 1/2 miles south of Kirovskoye (50°42'N/142°44'E) on Sakhalin Island is reported to be operational and capable of basing about 40 two-engine bombers (PB-2). The field has two parallel W/S runways, each about 3300 X 165 feet. There are 10 barracks on the field. A dependent housing area lies 330 feet west of the field. A large cave located 330 feet east of the east runway is utilized as a hangar and repair shop.

\*COMMENTS OF APPROVING OFFICER: The installation described is identified as KORAIKAWA Airfield rather than Kirovskoye. On the basis of previous reports which indicated, on the average, runway lengths of 4500 feet, it is possible that the runway of this report underestimated runway length or that the previous information is incorrect.



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Actual runway length remains undetermined. However, it is believed that the two W/S parallel runways do exist at KORAIKAWA. The other facilities reported are likewise considered to be fairly well confirmed.

"Although facilities are somewhat limited, the base is evidently capable of supporting one Soviet air regiment of two-engine bombers or transports."

For the Assistant Chief of Staff, G-2:

DATE 1958

J. R. POPE  
Lt Col, GND  
Asst Exec, G-2

DIST:

- 1- WAF file
- 1- WAF file
- 1- WAF file
- 1- Ac/2-3 AAC
- 1- CIO TIS
- 1- C/O USAF
- 1- G-2 GND
- 1- MID 1- Geo Sec

SECRET

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G-S WAF file G-2

SECRET



2401.0101

SECRET

Russia

TB 2187 4337

Airfield near Khabarovsk, Southeastern Siberia

T/I, G-2 GHQ FEC

F-6

October 1948

22 July 1949

1

Hqs. Far East Air Forces

Repatriated Korean POW

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-161-49 dated 28 June 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. An unidentified airfield estimated to be approximately 20 miles southeast of KHABAROVSK (48°28'N/135°07'E), Siberia, is reported to be operational, basing 150 single-engine fighters (YAK-9). The field is reported to have a short N/S, asphalt runway, a concrete taxiway; good drainage; one medium-sized hangar with flood or spotlights on top; no repair facilities; fuel storage in eight tanks measuring 26 X 6½ feet each; telephone; eight dependent two-story houses; asphalt highway to Khabarovsk, a 40 h.p. power plant; 30 U.S.-made trucks; air-raid shelters; and a two-story headquarters building. The sod area of the field was estimated to be about 3300 X 6600 feet.

"2. About 280 military personnel were stationed here in 1948.

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TB 2187 4337

2

"COMMENTS OF APPROVING OFFICER: Although the installation can not be positively identified, it is possible the report may pertain to Krasnoya Rechka East (H'Linka) Airfield. The field may be significant because the report indicates a large number of fighter aircraft can be operated from the airfield. Larger aircraft may land on the extensive sod area, but due to apparent lack of repair facilities the field could probably not long sustain many combat aircraft."

For the Assistant Chief of Staff, G-2:

DAIT 1555

## DISTRIBUTION:

1- MID	1- Geo Sec
1- G-2 GHQ	1- C/s USAF
1- CIC TIS	1- AC/s-2 AAC
1- FEAF Tgts	1- FEAF file

J. H. WALK  
Lt. Col, GSC  
Asst Exec, G-2

SECRET

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G-2 Admin File Copy

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10101.0101

SECRET

Russia

TB 2187 4337

Airfield near Khabarovsk, Southeastern Siberia

T.I. G-2 GND WFO

T-2

October 1948

Hqs. Far East Air Forces

22 July 1949

Registered Korean POW

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-161-49 dated 28 June 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. An unidentified airfield estimated to be approximately 20 miles southeast of Khabarovsk (48°28'N/138°07'E), Siberia, is reported to be operational, having 180 single-engine fighters (YAK-9). The field is reported to have a short W/S, asphalt runway, a concrete taxiway; good drainage; one medium-sized hangar with flood or spotlights on top; no repair facilities; fuel storage in eight tanks measuring 28 X 8 1/2 feet each; telephones; eight dependent two-story houses; asphalt highway to Khabarovsk, a 40 h.p. power plant; 30 U.S. - made trucks; air-raid shelters; and a two-story headquarters building. The total area of the field was estimated to be about 3300 X 6800 feet.

2. About 280 military personnel were stationed here in 1948.

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TB 2187 4337

G-S WYUWU EITE COBA

"COMMENTS OF APPROVING OFFICER: Although the installation can not be positively identified, it is possible the report may pertain to Krasnoye Znamya Base (W'Alaska) Airfield. The field may be significant because the report indicates a large number of fighter aircraft can be operated from the airfield. Larger aircraft may land on the extensive sod area, but due to apparent lack of repair facilities the field could probably not long sustain many combat aircraft."

For the Assistant Chief of Staff, G-2:

DATE 1955



U. N. VAN  
Lt Col, GSC  
Asst Exec, G-2

DISTRIBUTION:

- 1- MID
- 1- G-2 GND
- 1- C/C USAF
- 1- C/C TIS
- 1- AC/e-S AAC
- 1- FEAF file
- 1- Geo Sec

SECRET



2401.0100

SECRET

Russia

TB 2200 4328

Airfield near SHIRAKIMOVKA, Siberia

T/1, G-2, GHQ

C-6

1947, 1948

23 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-134-49, dated 7 June 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. An airfield is reported to have been observed near the town of SHIRAKIMOVKA (approximately 43°55'N/135°22'E), which is indicated to be about twelve miles north of Olga.

2. One Japanese POW who observed the installation from 1946 to March 1948 reports the field is located two miles north of SHIRAKIMOVKA. There was no permanent runway, but steel mat was laid for the runways during the thawing of snow. Facilities consisted of a radio station, a large administration building, barracks, motor pool, dependent housing, mobile searchlights, and dug-outs (caves) in the hillside. The field is operated by the Navy and based mixed type of aircraft, primarily fighters.

3. Another Japanese who observed the installation in 1947 reports the field is

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TB 2200 4328

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about five miles southwest of SHIRAKIMOVKA and was under construction. An E/W dirt runway about 5000 X 100 feet, and two buildings, officers quarters, radio, and a fuel tank were observed. There were no hangars. Two-engine aircraft and fighters were based here. Drainage was poor and no flying was conducted during the thaw.

COMMENTS OF APPROVING OFFICER: This airfield cannot be identified as any known installation and is not believed to be an airfield listed in USAF publications. The village of SHIRAKIMOVKA is not listed in GAZETTEER of Siberia, October 1948, GHQ, FEC, and does not appear on AAF Aeronautical Charts (WAC 291), but may be a new name for one of the towns in the area.

Such an installation having drainage problems would be somewhat limited in use and its capability to support air operations would not be very significant. However, it would probably have tactical value in basing interceptor fighter aircraft."

For the Assistant Chief of Staff, G-2:

## DISTRIBUTION:

1 MID D/A  
1 Geo Sec MISD  
1 G-2 GHQ FEC  
1 C/S USAF  
1 CIC ATIS  
1 AC/S-2 AAG  
1 FEAF file

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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BID - 2401.0101  
DAIT - 1555

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G-2 Admin File Copy

2401.0100

SECRET

Russia

TR 2200 #328

Airfield near SHIRAKIMOVKA, Siberia

2/1, G-2, GHO

0-0

1947, 1948

27 July 1948

Headquarters, Far East Air Forces

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IA-174-48, dated 7 June 1948, which has been summarized as follows by Headquarters, Far East Air Forces:

1. An airfield is reported to have been observed near the town of SHIRAKIMOVKA (approximately 43° 25' N, 122° 22' E), which is indicated to be about twelve miles north of Olga.

2. One Japanese POW who observed the installation from Olga to Kaxon 1948 reports the field is located two miles north of SHIRAKIMOVKA. There was no permanent runway, but steel mats were laid for the runways during the thawing of snow. Facilities consisted of a radio station, a large administration building, barracks, motor pool, dependent housing, mobile searchlights, and dug-outs (caves) in the hillsides. The field is operated by the navy and based mixed type of aircraft, primarily fighters.

3. Another Japanese who observed the installation in 1947 reports the field is

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TR 2200 #328

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about five miles southwest of SHIRAKIMOVKA and was under construction. An E/W dirt runway about 2000 X 100 feet, and two buildings, officers quarters, radio, and a fuel tank were observed. There were no hangars. Two-engine aircraft and fighters were based here. Drainage was poor and no flying was conducted during the thaw.

COMMENTS OF APPROVING OFFICER: This airfield cannot be identified as any known installation and is not believed to be an airfield listed in USAF publications. The village of SHIRAKIMOVKA is not listed in GAZETTEER of Siberia, Siberian IOWA, GHO, FEG, and does not appear on AAF Aeronautical Charts (WAC 281), but may have a name for one of the towns in the area.

Such an installation having drainage problems would be somewhat limited in use and its capability to support air operations would not be very great. However, it would probably have tactical value in being interposed between Olga and Kaxon.

For the Assistant Chief of Staff, G-2:

DISTRIBUTION:

- 1 MID D/A
- 1 Geo Sec WISD
- 1 G-2 GHO FEG
- 1 C/S USAF
- 1 OIC ATIS
- 1 AC/S-2 AAG
- 1 HWAH file

BID - 2401.0101

DATE - 1555

J. E. POOR  
Lt Col, GSC  
Asst Exec, G-2

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G-S Yqmin KJTe CoDA



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Russia

TB 2198 4333

KORSAKOV Airfield, Sakhalin Island, USSR

T/I, G-2, GHQ

F-2

June 1949

23 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-174-49, dated 12 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. The KORSAKOV Airfield (46-27'N/142-47'E), Karafuto (Sakhalin Island), described in the attached report is indicated to have a N/S concrete runway 4950 by 265 feet, a concrete apron 1650 by 825 feet, and two taxiways. Three hangars, an administration building surmounted by a 50-foot steel tower, the original Japanese-built underground barracks and additional Soviet-built barracks, and telephone communications were observed on the installation.

2. Thirty two-engine bombers and 10 fighters were observed at the field.

COMMENTS OF APPROVING OFFICER: KORSAKOV Airfield is probably the second best developed airfield in Sakhalin, being surpassed in facilities only by DOLINSK. In addition, the 4950 foot runway (probably correct dimensions) is believed to be greater than

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TB 2198 4333

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DOLINSK. The second runway (ENE/WSW) was either not observed by this informant or mis-identified as a taxiway. The large oil tanks and pipe lines which are thought to be prominent landmarks were not reported either. This base may accommodate four-engine Soviet aircraft excluding B-29 types and could conceivably be expanded to accommodate jet aircraft. The installation is also known as "OTAMARI" (Old Japanese name)."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec-G-2

## DISTRIBUTION:

- 1 MID D/A
- 1 Geo Sec MISD
- 1 G-2, GHQ, FEC
- 1 D/I, USAF
- 1 CIC, ATIS
- 1 AC/S-2, AAC
- 1 FEAF AC Sec
- 1 FEAF file

BID - 2401.0101

DAIT - 1555

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Russia

TR 2108 1933

KORSAKOV Airfield, Sakhalin Island, USSR

T/I, G-2, GNG

T-2

Headquarters, Far East Air Forces

25 July 1949  
Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-177, dated 12 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. The KORSAKOV Airfield (W-27/W-142-W'E), Karafuto (Sakhalin Island), described in the attached report is indicated to have a W/S concrete runway 1950 by 305 feet, a concrete apron 1950 by 825 feet, and two taxiways. Three hangars, an administration building surrounded by a 50-foot steel tower, the original Japanese-built underground barracks and additional Soviet-built barracks, and telephone communications were observed on the installation.

2. Thirty two-engine bombers and 10 fighters were observed at the field.

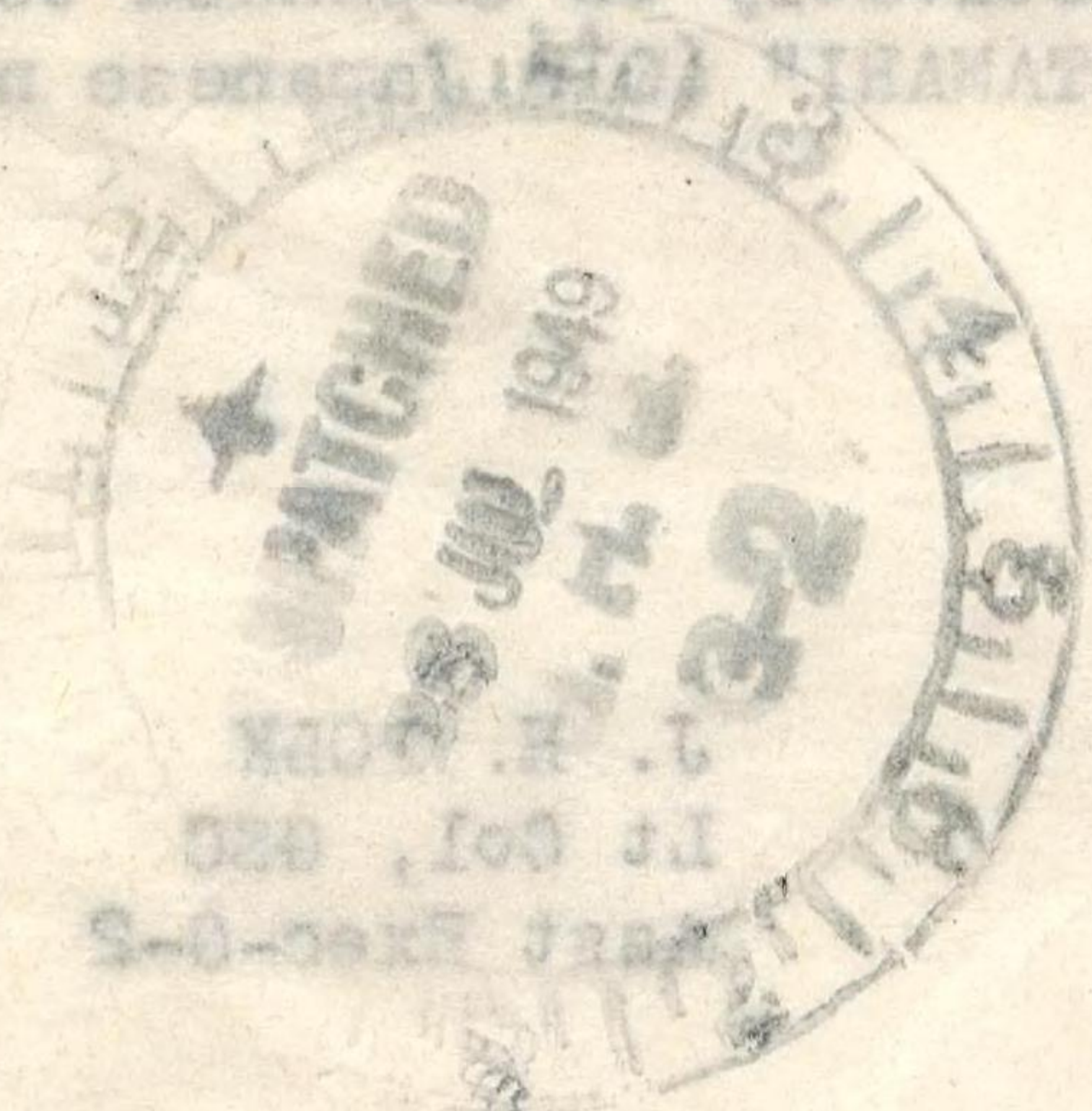
COMMENTS OF APPROVING OFFICER: KORSAKOV Airfield is probably the second best developed airfield in Sakhalin, being surpassed in facilities only by DOLINSK. In addition, the 1950 foot runway (probably correct dimensions) is believed to be greater than

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DOLINSK. The second runway (WNE/WSW) was either not observed by this informant or misidentified as a taxiway. The large oil tanks and pipe lines which are thought to be prominent landmarks were not reported either. This base may accommodate four-engine Soviet aircraft including B-29 types and could conceivably be expanded to accommodate jet aircraft. The installation is also known as "OTAMARIN (Sakhalin name)".

For the Assistant Chief of Staff, G-2:



DISTRIBUTION:

- 1 MID D/A
- 1 G-2 Sec MIBD
- 1 G-2, GNG, FBC
- 1 D/I, USAF
- 1 CIG, ATIS
- 1 AC/S-2, AAC
- 1 TRAF AC Sec
- 1 TRAF File

BID - 2101.0101  
DATE - 1952

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G-S Yqumju Effe Coda

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2401.0101

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Russia

Subject: Airfield and Seaplane Base near NAGAHAMA, Sakhalin Island

TB 2196 4330

T/I, G-2, GHQ

F-3

Aug 1948

22 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-178-49, dated 12 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

"1. A naval seaplane base and a naval airfield were observed in the vicinity of NAGAHAMA (46-36'N/143-08'E), SAKHALIN Island, USSR.

2. The seaplane base was located on the south side of Lake Chibesan. It has no facilities except two to four large tents. Two buildings in the near vicinity are reported as possible storage for fuel and ammunition. Three to six amphibious aircraft were observed on the lake.

3. The airfield is reported to have no runways and only a few gasoline or oil drums as facilities. Eight single-engine bi-plane trainers were observed on the field.

4. A naval air training school is also reported here. One building was used as

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TB 2196 4330

2

a classroom and nearby air facilities were used for training purposes. An estimated 50 Soviet Naval Officers attended this school.

COMMENTS OF APPROVING OFFICER: The naval airfield has been previously reported in two ATIS Reports and the existence of the airfield is considered confirmed. The informant's long-range observation limits the value of details as reported. Installations could be utilized for patrol of Aniwa Bay, but are probably intended only for training purposes. The installations are not listed in "Airfields and Seaplane Bases, SE Siberia, USSR", D/I, USAF, December 1948."

For the Assistant Chief of Staff-G-2:

## DISTRIBUTION:

1 MID D/A  
 1 Geo Sec, MISD  
 1 G-2 GHQ, FEC  
 1 D/I, USAF  
 1 CIG, ATIS  
 1 AC/S-2, AAC  
 1 FEAF AO Sec  
 1 FEAF file

J. H. POLK  
 Lt Col, GSC  
 Asst Exec, G-2

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G-2 Admin File Copy

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10101.0101

SECRET

Russia

Subject: Airfield and Seaplane Base near WAGAHAMA, Sakhalin Island

TS 2196 #330

T/I, G-2, GND

F-3

1

22 July 1949

Aug 1949

Japanese reparations

Headquarters, Far East Air Forces

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-176-49, dated 12 July 1949. The following summary was prepared by Headquarters, Far East Air Forces:

1. A naval seaplane base and a naval airfield were observed in the vicinity of WAGAHAMA (46-36'N/142-08'E), SAKHALIN Island, USSR.

2. The seaplane base was located on the south side of Lake Chibesan. It has no facilities except two to four large tents. Two buildings in the near vicinity are reported as possible storage for fuel and ammunition. Three to six amphibious aircraft were observed on the lake.

3. The airfield is reported to have no runways and only a few gasoline or oil drums as facilities. Night single-engine bi-plane trainers were observed on the field.

4. A naval air training school is also reported here. One building was used as

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TS 2196 #330

a classroom and nearby air facilities were used for training purposes. An estimated 50 Soviet Naval Officers attended this school.

COMMENTS OF APPROVING OFFICER: The naval airfield and seaplane base previously reported in two AITIS Reports and the existence of a long-range observation post as reported. Installations could be utilized for patrol of Amur Bay but are reported intended only for training purposes. The installations are not listed in "Airfields and Seaplane Bases, Siberia, USSR", W/1, USAF, December 1948.

For the Assistant Chief of Staff-G-2:

DISTRIBUTION:

- 1 MID D/A
- 1 Geo Sec, MIRD
- 1 G-2 GND, WNC
- 1 D/I, USAF
- 1 CIG, AITIS
- 1 AC/S-2, AAC
- 1 F-2A AD Sec
- 1 F-2A File

J. R. POSE  
Lt Col, GSG  
Asst Exec, G-2

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G-5 Admin File Copy

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Russia

TB 2199 4329

Airfield at SEMENOVKA, Maritime MD

T/I, G-2, GHQ

F-6

Oct. 1946

23 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-177-49, dated 12 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"An airfield with hexagonal block concrete runways, approximately 4750 X 100 feet and 1650 X 65 feet, was observed two miles WNW of SEMENOVKA (44-21'N/133-20'E) over a period of three months. Facilities reported are four hangars, one hangar for repairs, a two-story control tower, two antenna poles, revetted fuel storage building, four dirt revetments (capacity one fighter) and a dependent housing area. Water was transported to the field in trucks. Bi-planes, five two-engine bombers, and two fighter aircraft were observed using the field.

COMMENTS OF APPROVING OFFICER: The information indicates the possibility of a new field east of CHERNYSHEVKA. The installation cannot be identified positively and may have been mistaken for the known field at SEMENOVKA or NOVO SYSOYEVKA."

For the Assistant Chief of Staff, G-2:

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

SECRET

## DISTRIBUTION:

- 1 MID D/A
- 1 Geo Sec MISD
- 1 G-2 GHQ FEC
- 1 D/I, USAF
- 1 CIC, ATIS
- 1 AC/S-2 AAG
- 1 FFAF AO Sec
- 1 FFAF file

BID - 2401.0101

DAIT - 1555

G-2 Admin File Copy

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SECRET

27 July 1948  
Japanese reparations

Headquarters, Far East Air Forces  
Col. 1948

W/1. G-2, G-3  
2-6

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-177-  
dated 25 July 1948, which has been summarized as follows by Headquarters, Far East  
Air Forces:

"An airfield with hexagonal block concrete runways, approximately 150 x 100 feet  
and 100 x 50 feet, was observed two miles NW of SHENYANG (41-51'N/123-50'E) over a  
period of three months. Facilities reported are four hangars, one hangar for repairs,  
a two-story control tower, two antenna poles, revetted fuel storage building, four  
air refuelers (especially one lighter) and a dependent housing area. Water was trans-  
ported to the field in trucks. Biplanes, five two-engine bombers, and two fighter  
aircraft were observed using the field.

COMMENTS OF APPROVING OFFICER: The information indicates the possibility of a new field  
east of CHENYANG. The installation cannot be identified positively and may have  
been mistaken for the known field at SHENYANG or KOWO SYCHUAN."

L. E. FOX  
Lt Col, G-2  
Asst Exec, G-2

For the Assistant Chief of Staff, G-2:

SECRET

- DISTRIBUTION:
- 1 MID D/A
  - 1 Geo Sec MIBD
  - 1 G-2 GRC REC
  - 1 D/I, USAF
  - 1 CIG, AFIS
  - 1 AO/S-2 AGC
  - 1 TRAF AG Sec
  - 1 TRAF File

BID - 201.0101  
DATE - 1958



G-5 Vqmwr Mjfe CobA

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2401.0101

SECRET

Russia

TB 2197 4327

BORZYA Airfields, Transbaikal MD

T/1, G-2, GHQ

P-3

June 1947

23 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IA-154-49, dated 20 June 1949. The following summary was prepared by Headquarters, Far East Air Forces:

- "1. Two airfields are reported near BORZYA (50°23'N/116°32'E) Siberia.
2. A sod airfield without runways is reported to be 2½ miles East of Borzya RR Station. Three open revetments each containing one antiaircraft gun and two wooden hangars were observed. About twelve single engine (P-39 type) aircraft were parked on the field.
3. An airfield five (5) miles West of BORZYA is reported to have a grass surface 6,600 feet long but no paved runways were observed. Three to five concrete hangars, control tower, revolving beacon, weather observation post, a possible thermo-electric power plant, telephone communications, three officers' billets, and numerous buildings for troop billets and administration were observed. A military trucking unit and other

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TB 2197 4327

2

unidentified units were seen in the vicinity. A large food warehouse and three fuel storage tanks are reported to be in the town of BORZYA.

COMMENTS OF APPROVING OFFICER: The existence of a second airfield is not confirmed but is considered very possible. The airfield west of town is confirmed and possibly capable of being expanded to accommodate large aircraft."

For the Assistant Chief of Staff, G-2:

## DISTRIBUTION:

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*J.H. Polk*  
J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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23 JUL 1949

BORNEYA Airfield, Transvaal ND

T/1. G-2, GND

7-2

23 July 1949

June 1949

Japanese reports

Headquarters, Far East Air Forces

Forwarded herewith one (1) copy of Air Intelligence Information Report No. 12-12-49, dated 20 June 1949. The following summary was prepared by Headquarters, Far East Air Forces:

1. Two airfields are reported near BORNEYA (50° 23' N, 116° 32' E) islands.

2. A sod airfield without runway is reported to be 2 1/2 miles East of Borneya Island. Three open runways each containing one anti-aircraft gun and two wooden hangars were observed. About twelve single engine (P-51 type) aircraft were parked on the field.

3. An airfield five (5) miles West of BORNEYA is reported to have a grass surface 6,000 feet long but no paved runways were observed. Three to five concrete hangars, control tower, revolving beacon, weather observation post, a possible thermo-electric power plant, telephone communications, three officers' billets, and numerous buildings for troop billets and other facilities were observed. A military trucking unit and other

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23 JUL 1949

unidentified units were seen in the vicinity. A large food warehouse and three fuel storage tanks are reported to be in the town of BORNEYA.

COMMENTS OF APPROXIMATE LOCATION: Existence of a second airfield is not confirmed but is considered very possible. The airfield west of town is confirmed and possibly capable of being expanded to accommodate large aircraft.

For the Assistant Chief of Staff, G-2:

*J. H. Felt*

J. H. FELT  
Lt Col, GSO  
Asst Exec, G-2

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  - 1 TRAF File

G-2 Admin File Code

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Russia

TB 2175 4321  
VOROSHILOV SE Airfield, Maritime MD  
T/I, G-2, GHQ, FEG  
F-3

May 1947

21 July 1949

1 Hqs. Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-170-49, dated 11 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"A sod airfield approximately 1 X 1 1/2 miles in area, without paved runways and with no hangars and only a few small buildings, is reported to have been observed about 3 1/2 miles south of VOROSHILOV (43-45'N/132-00'E).

"The airfield was operational, basing 20 to 30 single-engine fighter aircraft and some two-engine transports. Occasional night operations are also reported.

"COMMENTS OF APPROVING OFFICER: According to this report, the airfield, which is believed to be the VOROSHILOV SOUTHEAST landing ground is not indicated to have been improved as suggested in FEAF IR-55-49. The description in that report of a large,

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well developed installation is not substantiated by this report. The description of such an extensive airfield may have been exaggerated, or the building of such an installation may have all been done in late 1947 and early 1948. It is also possible that the repatriate who provided this report failed to observe the field in detail."

For the Assistant Chief of Staff, G-2:

DAFT 1555

J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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TO: SAC, [illegible]

FROM: [illegible]

DATE: 21 July 1949

21 July 1949

21 July 1949

The War Relocation Authority

Japanese Repatriates

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-170-49, dated 11 July 1949, which has been summarized as follows by Headquarters, War Relocation Authority:

"A sub-airfield approximately 1 1/2 miles in area, without paved runways and with no hangars and only a few small buildings, is reported to have been observed about 3 1/2 miles south of YOROSHILOV (43-48'N/132-00'W).

The airfield was operational, having 30 to 35 single-engine fighter aircraft and some two-engine transporters. Occasional night operations are also reported.

"COMMENTS OF APPROVING OFFICER: According to this report, the airfield, which is believed to be the YOROSHILOV SOUTHWEST landing ground is not indicated to have been improved as suggested in FRAM IR-55-49. The description in that report of a large

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well developed installation is not substantiated by this report. The description of such an installation may have been exaggerated, or the building of such an installation may have been done in late 1947 and early 1948. It is also possible that the report provided this report failed to observe the field in detail."

For the [illegible] and Chief of Staff, G-2:



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Asst Exec, G-2  
Lt Col, 688  
J. E. [illegible]

DATE 1955

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Russia

TB 2192 4331

VOZDVIZHENKA Airfield, Maritime MD

T/1, G-2, GHQ

F-3

July 1948

22 July 1949

1

Headquarters, Far East Air Forces

Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-175-49, dated 12 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. The VOZDVIZHENKA Airfield which is five miles north of VOROSHILOV, Siberia, (43-54'N/131-56'E) is reported to have two N/S concrete runways, 6600 X 265 feet each, which are 660 feet apart. The west runway is constructed of hexagonal blocks and is in use, while the east runway, constructed of poured concrete, is cracked and not in use. Steel mat was laid over ditches along the runway.

2. Two possible radio stations, three miles apart, are under construction just north of the field. A thermo-electric power plant, an aircraft repair shop, 14 two-story officers' dependent quarters, a RR spur, a parachute jump tower, another radio station, and three railroad fuel tankers were observed on the airfield.

3. About 10 single-engine fighters (possibly P-63, or P-39) with two three-bladed

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propellers each were in the repair shop area, but only C-47 type aircraft were observed landing and taking-off.

COMMENTS OF APPROVING OFFICER: VOZDVIZHENKA is believed to be the largest and best equipped airfield in the VOROSHILOV AREA. The plan of the field suggested in this report is believed to be fairly accurate. The runway lengths may be somewhat over-estimated, but are consistently indicated to be more than 6000 feet in repatriate reports."

For the Assistant Chief of Staff, G-2:

## DISTRIBUTION:

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- 1 G-2 GEQ, FEC
- 1 D/I, USAF
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- 1 FRAF file

*JH Polk*  
J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

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21 JUL 1949

VOROSHILOV AIRFIELD, MARIUTIN ISLAND

21 JUL 1949

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Headquarters, Far East Air Forces

22 JUL 1949

22 JUL 1949

Japanese reparations

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-17-15, dated 12 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

1. The VOROSHILOV AIRFIELD which is five miles north of VOROSHILOV, Siberia, (52-50'N/121-26'E) is reported to have two 1/2 concrete runways, 6000 X 200 feet each, which are 600 feet apart. The west runway is constructed of hexagonal blocks and is in use, while the east runway, constructed of poured concrete, is cracked and not in use. Steel mat was laid over ditches along the runway.

2. Two possible radio stations, three miles apart, are under construction just north of the field. A thermo-electric power plant, an aircraft repair shop, 14 two-story officers' dependent quarters, a BA type parachute jump tower, another radio station and three railroad fuel tankers were observed on the airfield.

3. About 10 single-engine fighters (possibly P-51, or P-59) with two three-bladed

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22 JUL 1949

propellers each were in the repair shop area, but only G-47 type aircraft were observed landing and taking off.

COMMENTS OF APPROVING OFFICER: VOROSHILOV AIRFIELD is believed to be the largest and best equipped airfield in the VOROSHILOV AREA. The plan of the field suggested in this report is believed to be fairly accurate. The runway lengths may be somewhat over-estimated, but are consistently indicated to be more than 6000 feet in reparations reports.

For the Assistant Chief of Staff, G-2:

DISTRIBUTION:

- 1 MID D/A
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- 1 G-2 G-2, PNC
- 1 D/I USAF
- 1 CIG, AFIS
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- 1 WAF, AG Sec
- 1 WAF file



Asst Exec, G-2  
 Lt Col, G-2  
 Lt E. F. G.

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Russia

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Airfields at CHITA, Trans-Baikal MD  
T/I, G-2, GHQ

1 July 1947 22 July 1949  
Headquarters, Far East Air Forces Japanese repatriate

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-176-49, dated 12 July 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"Two airfields were observed north of CHITA #2 RR Station (52-02'N/113-30'E), each with dimensions of one mile by 3/4 mile, separated by a wooded area one mile wide. The West Airfield is reported to have four newly constructed parallel N/S concrete runways 2500 by 50 feet. The East Airfield is reported to be a grassy area with no runways. Facilities in the area included two log cabin type barracks, four tents housing signal corps troops, a partially buried unidentified building, and another unidentified log cabin type building. About twenty two-engine aircraft were observed parked in a wooded area south of the East Airfield. The West Airfield was not completed.

COMMENTS OF APPROVING OFFICER: The "East Airfield" is believed to be CHITA/SMOLENSKOYE. The existence of the "West Airfield" is unconfirmed, although such construction has

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been previously indicated in that area. This indicates the possibility of increased intent to develop air capabilities in the Chita Area.

Maps of the Japanese Kwantung Army General Staff indicate that the area west of CHITA/SMOLENSKOYE Landing Ground is marshy in character."

For the Assistant Chief of Staff, G-2:

DISTRIBUTION:

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- 1 FEAF file

BID - 2401.0101  
DAIT - 1555

*J. H. Polk*  
J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

*Feb 20 1950*

Stamp: *JM*

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Headquarters, Far East Air Force  
July 1945

Headquarters, Far East Air Force  
July 1945

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-176-  
dated 12 July 1945, which has been summarized as follows by Headquarters, Far East  
Air Force:

"Two airfields were observed north of CHITA 42 RR Station (22-02'N/117-30'E).  
each with dimensions of one mile by 3/4 mile, separated by a wooded area one mile  
wide. The West Airfield is reported to have four newly constructed parallel W/S con-  
crete runways 2500 by 50 feet. The East Airfield is reported to be a grassy area  
with no runways. Facilities in the area included two log cabin type barracks, four  
tents housing signal corps troops, a partially buried unidentified building, and  
another unidentified log cabin type building. About twenty two-engine aircraft were  
observed parked in a wooded area south of the East Airfield. The West Airfield was not  
completed.

COMMENTS OF APPROVING OFFICER: The "East Airfield" is believed to be CHITA/SWOLSKOYE.  
The existence of the "West Airfield" is unconfirmed, although such construction has

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been previously indicated in that area. This indicates the possibility of increased  
intent to develop air capabilities in the Chita Area.

Maps of the Japanese Kwantung Army General Staff indicate that the area west  
of CHITA/SWOLSKOYE landing ground is marshy in character."

For the Assistant Chief of Staff, G-2:

DISTRIBUTION:

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- 1 G-2 GHD TFC
- 1 D/I, USAF
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- 1 TRAF AC
- 1 TRAF TFC

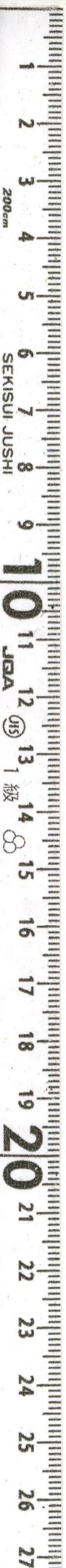
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Russia

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BLAGOVESHCHENSK Airfield, Southeastern Siberia

T/1, G-2, GHQ FEC  
F-3

May 1948

22 July 1949

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Hqs. Far East Air Forces

Japanese repatriates

Forwarded herewith one (1) copy of Air Intelligence Information Report No. IR-162-49 dated 27 June 1949, which has been summarized as follows by Headquarters, Far East Air Forces:

"1. The BLAGOVESHCHENSK Airfield (50° 18' N / 127° 26' E), located about one mile NW of the city railroad station, is reported to have two crossed concrete runways, NW/SE and NE/SW, each approximately 4000 X 80 feet; three small hangars; and one unidentified building.

"2. Only four or five training type aircraft were observed on the field.

"3. Also reported to be in the area are (a) six (6) large fuel tanks (35 feet high and 100 feet in diameter, each), (b) an automatic pump with 25 pipe lines extending to the tanks, and (c) two pipe lines extending to the Zeya River bank.

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"COMMENTS OF APPROVING OFFICER: The location of the airfield and other installations is believed to be approximately correct as reported, and the general plan of the field as indicated is considered very possibly true except the orientation of the runways which may not be accurate. It is probable that this airfield could be readily put into operational use."

For the Assistant Chief of Staff, G-2:

*[Signature]*  
J. H. POLK  
Lt Col, GSC  
Asst Exec, G-2

FILE  
*[Signature]*

DAIT 1555

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