

DECLASSIFIED

E.O. 11652, Sec 3(E) and 5(D) or (E)

NNDG# 76DD50

894.7962/1-145 -- 12-3148 - 49

DIVISION OF
COMMUNICATIONS AND RECORDS
TELEGRAPH BRANCH

DEPARTMENT OF STATE
INCOMING TELEGRAM

ACTION COPY

CONFIDENTIAL

A

15

Control 6854

Action: TRC
Info :
UE
O
EUR
FE
DCL
ITP
OPD
FC
DCR

Rec'd April 19, 1948
12:58 p.m.

FROM: Tokyo
TO: Secretary of State
NC: CX 60026, April 19

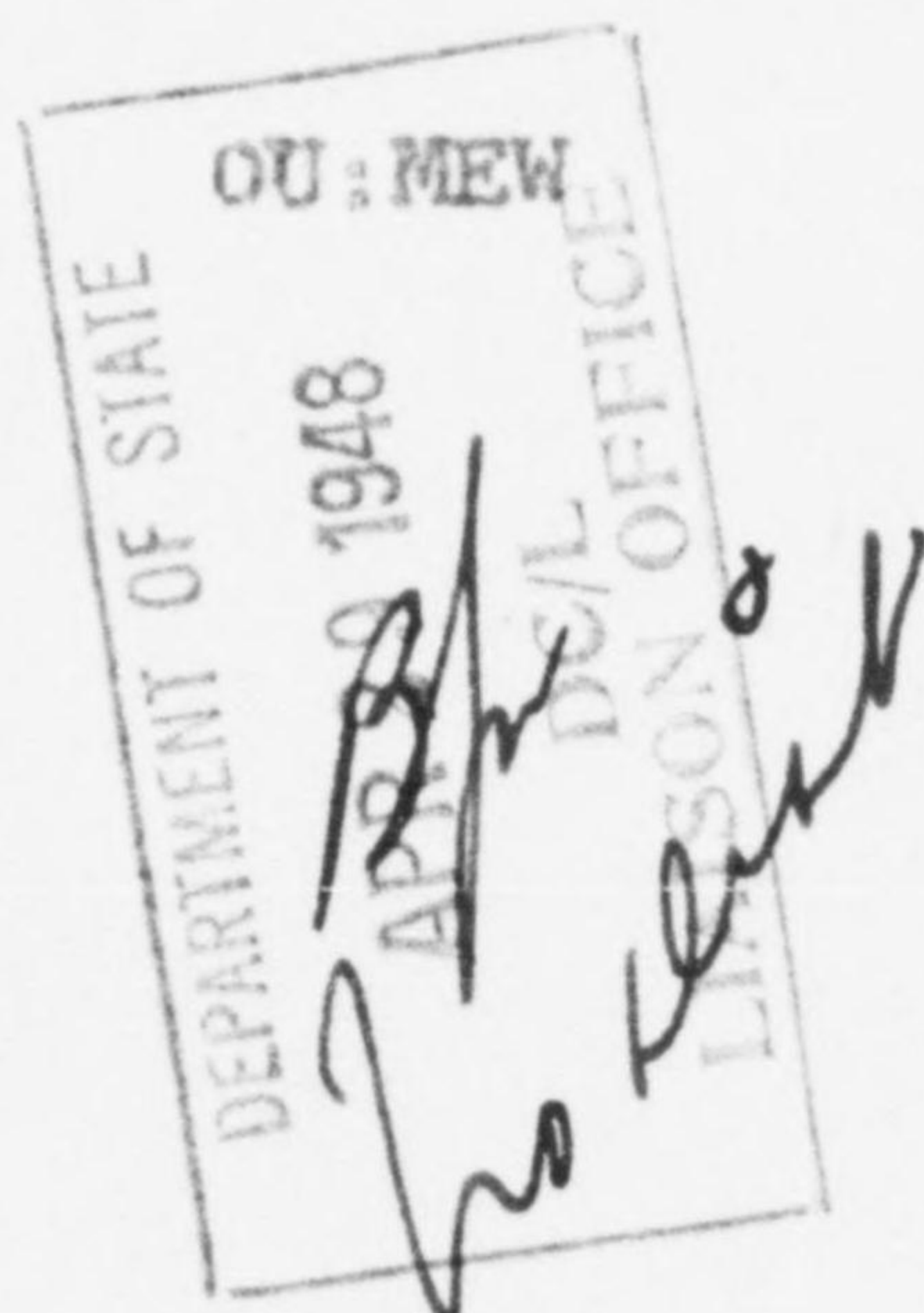


FROM CINCFE TO DEPT ARMY INFO CG USAFIK, CG FEAF,
DEPT OF STATE

Reference OURAD CX 58215 of 26 January 1948, USAFIK's
ZPOL 248 of 27 February 1948 and OURAD CX 59006 of
4 March 1948, it is reiterated that facilities at Kimpo
air force base are insufficient to support additional air
traffic. Moreover the unsettled and economic conditions
which obtain in southern Korea render further civil air
transport franchises be authorized for Korea the
Northwest Airlines and CNAC in that order should be
given priority over French in view of latter's indirect
interest. It is recommended that if French request is
received it not be favorably considered.

894.7962/4-1948

MESSAGE UNSIGNED



CONFIDENTIAL

PERMANENT RECORD COPY: THIS COPY MUST BE RETURNED TO DC/R CENTRAL FILES WITH NOTATION OF ACTION TAKEN.

CW

FORM DS-322
7-18-46

OUTGOING TELEGRAM

CLASSIFICATION

INDICATE

Collect

Charge Department

Department of State

CONFIDENTIAL

Charge to

CONFIDENTIAL
Washington
CONFIDENTIAL

Control 1754

SUPREME COMMANDER FOR THE ALLIED POWERS

May 10, 1948
7 p.m.

TOKYO
182

INFO: ARMY CHIEF OF STAFF

FOR ACTING POLITICAL ADVISER

For your info in view fact similar question may be raised in Allied Council, Soviet member Steering Committee FEC on May 4 referred to Lindesay Parrott article New York Times May 3 reference construction airfield in Misawa. Soviet member noted article stated airfield constructed under direction U.S. forces, capable of handling heavy bombers and jet planes, and constructed at cost of 13 million dollars. Inquired whether U.S. member could verify report and queried (1) why was such an airfield necessary at time when occupation coming to a close; (2) what would happen to airfield after treaty; (3) was it contemplated to destroy it, if so, why build it at all. Dept assumes matter may be pressed at future FEC meetings and reference may be made to statement of 4 May of FEAF information officer Tokyo to Associated Press.

YR
8/11/48

894.7962/5-1048

DISTRIBUTION
DESIRED
(OFFICES ONLY)

Dept

CONFIDENTIAL

CS IV

CR CLEARANCE

894.7962/5-1048
486

FORM DS-322
7-18-46

OUTGOING TELEGRAM

CLASSIFICATION

INDICATE

Collect

Charge Department

Charge to

Department of State

Washington

CONFIDENTIAL

-2-

Dept discussing with Air Force Washington advisability
answering Soviet query in FEC and content any possible
statement.

Marshall
MARSHALL (WLB)

1948 MAY 10 PM 6 22
ACCEPTANCE DESK
DCT

DISTRIBUTION
DESIRED
(OFFICES ONLY)

HB
FE:HBorton:meh
5/7-10/48

gma
NA

Dis
CONFIDENTIAL
*Cleared by phone with
Col. Gafson (Pro) + Major
Swire (air) HB.*

CONFIDENTIAL

CR CLEARANCE

MAY 10 1948 P.M.
MAY 10 1948 P.M.

486

SECRET

WAR DEPARTMENT
WAR DEPARTMENT SPECIAL STAFF
CIVIL AFFAIRS DIVISION
WASHINGTON 25, D. C.

File
DIVISION of *Foreign Affairs*
NORTHEAST ASIA *243*
Memoranda
7/9/48

DEPARTMENT OF STATE
16 June 1948

MEMORANDUM FOR MR. P. P. CLAXTON, DEPARTMENT OF STATE

SUBJECT: Information regarding Misawa Airfield, Japan.

1. I have had a careful inquiry made in response to your memorandum of May 28, 1948 relative to the New York Times article by Lindesay Parrott on the subject of the Misawa Airfield in Japan, and the inquiries made regarding it by the Soviet Member of the Far Eastern Commission.

2. Discussion with Plans and Operations officers of both Army and Air Forces discloses that the occupation forces surveyed all the airfields in Japan and found that none of them were adequate for use of the high performance aircraft in use by the United States forces. Most of them had runways too short for our military planes and transports; all had runways too weak to stand the impact of our aircraft. Since the military occupation of Japan required the availability of our Air Force for any contingency, it was decided by SCAP that sufficient fields be put in condition to make our occupation effective.

3. Survey of requirements indicated that shortages of cement, asphalt and of necessary engineering supervisory personnel would make it impossible to accomplish at once all that should be done. Accordingly, it was not until May 1, 1946 that authority was given to improve the Misawa field. Runways were extended and strengthened and additional servicing facilities were provided.

4. Misawa is one of a chain of air fields which are selected to provide adequate basing of aircraft necessary to operate to prevent smuggling, illegal entry, etc., and also to provide emergency landing fields for both military and civilian aircraft.

5. The shortages of material and personnel mentioned above has operated to make extremely difficult and dangerous the necessary movement of both military and authorized commercial aircraft, but the situation is now considerably improved so that craft can now operate to and from Japan with a maximum of safety in take-off and

894.7962/6-1648

CS FILED

OCT 21 1948

SECRET FILE

894.7962/6-1648

1537

SECRET

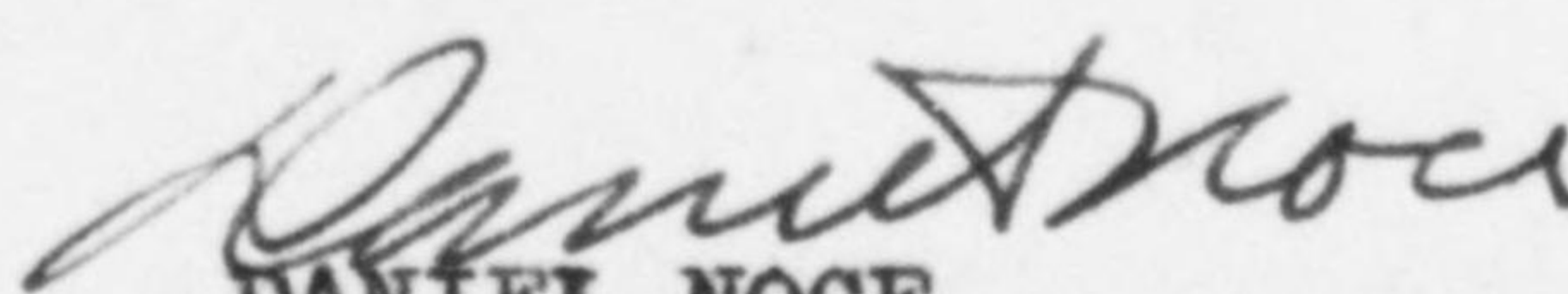
Handwritten initials

SECRET

-2-

landing and with assurance of adequate emergency landing facilities.

6. Such improvements as have been made to these fields will, of course, revert to the Japanese when the occupation ends unless a peace treaty prohibits air facilities. Even though Japan will probably have no air force under a peace treaty, it might be necessary to have in Japan fields adequate to handle commercial aircraft authorized to operate in and through Japan.



DANIEL NOCE

Major General, GSC

Chief, Civil Affairs Division

SECRET

1537

SECRET

16 June 1948

MEMORANDUM FOR MR. P. P. CLAXTON, DEPARTMENT OF STATE

SUBJECT: Information regarding Misawa Airfield, Japan.

1. I have had a careful inquiry made in response to your memorandum of May 28, 1948 relative to the New York Times article by Lindsey Parrott on the subject of the Misawa Airfield in Japan, and the inquiries made regarding it by the Soviet Member of the Far Eastern Commission.
2. Discussion with Plans and Operations officers of both Army and Air Forces discloses that the occupation forces surveyed all the airfields in Japan and found that none of them were adequate for use of the high performance aircraft in use by the United States forces. Most of them had runways too short for our military planes and transports; all had runways too weak to stand the impact of our aircraft. Since the military occupation of Japan required the availability of our Air Force for any contingency, it was decided by SCAP that sufficient fields be put in condition to make our occupation effective.
3. Survey of requirements indicated that shortages of cement, asphalt and of necessary engineering supervisory personnel would make it impossible to accomplish at once all that should be done. Accordingly, it was not until May 1, 1946 that authority was given to improve the Misawa field. Runways were extended and strengthened and additional servicing facilities were provided.
4. Misawa is one of a chain of air fields which are selected to provide adequate basing of aircraft necessary to operate to prevent smuggling, illegal entry, etc., and also to provide emergency landing fields for both military and civilian aircraft.
5. The shortages of material and personnel mentioned above has operated to make extremely difficult and dangerous the necessary movement of both military and authorized commercial aircraft, but the situation is now considerably improved so that craft can now operate to and from Japan with a maximum of safety in take-off and

SECRET

1537

SECRET

-2-

landing and with assurance of adequate emergency landing facilities.

6. Such improvements as have been made to these fields will, of course, revert to the Japanese when the occupation ends unless a peace treaty prohibits air facilities. Even though Japan will probably have no air force under a peace treaty, it might be necessary to have in Japan fields adequate to handle commercial aircraft authorized to operate in and through Japan.

DANIEL NOCE
Major General, GSC
Chief, Civil Affairs Division

SECRET

1537

STANDARD FORM NO. 64

SECRET**Office Memorandum** · UNITED STATES GOVERNMENT

DATE: May 28, 1948

TO : O - Mr. Saltzman *CS*FROM : O - Mr. Claxton *PC*

SUBJECT: Information Regarding the Misawa Airfield

I discussed this matter with General Noce who has asked for a memorandum which I have sent him. A copy is attached.

O:PPClaxton;hjh

SECRET

1537

SECRET

Major General Daniel E. Noss,
 Chief, Civil Affairs Division,
 Department of the Army
 P. P. Claxton, Jr.
 Department of State.
 Information regarding Misawa Airfield.

May 28, 1948

At the May 4th meeting of the Steering Committee of the Far Eastern Commission, the Soviet member referred to Lindsey Parrot's article in the NEW YORK TIMES describing the Misawa airfield, constructed under the direction of United States forces, which he stated to be capable of handling heavy bombers and jet planes (the article also referred to the existence of other such airfields). The Soviet member asked the United States member to obtain information as to whether this report is true. He inquired whether such an airfield is necessary if the period of occupation is coming to a close. He also asked what would happen to the airfield after a treaty should be made. He further stated that he did not think the field would be necessary. At the next meeting of the Commission itself, the Soviet member referred to the question asked in the Steering Committee.

Mr. Borton of the State Department has discussed this question with Colonel Paxson of P & O, who referred him to Major Swiren of the Department of the Air Force planning staff. No concrete information has been developed thus far.

As I mentioned to you on the telephone, this may become a matter of very considerable importance. We would appreciate it, therefore, if it would be possible for you to investigate it thoroughly. There can be little doubt that the Soviet member (and possibly other members) will press the question at future FEC meetings, especially in view of the fact that a spokesman of the Air Force in Tokyo has verified the existence of the Misawa airfield.

In view of SCAP's international character, as far as we can see at present the only justification which we can make for the construction of this airfield is that it was deemed necessary for the purposes of the occupation. This could be for such purposes as flying personnel in and out, or bringing in supplies which might normally or in emergency cases be brought by air. It could also be for the purpose of providing military support for the occupation against a possible uprising of the defeated enemy. In view of the extremely peaceful nature of the occupation, it would be hard to defend the construction of the field on this ground unless it had been begun almost immediately after the occupation commenced.

In connection with this field, and if there are any other ones of a similar nature, regarding which questions might be raised in the FEC, it would be appreciated if you could find out and let us have exact information on the characteristics of such airports and on the authority for and purposes and circumstances of their construction.

SECRET

894.7962/6-1648

7

CS/V

894.7962/6-1648

1537

My Swiren 73734

Send American (7)

In reply refer to
NA

OCT 13 1948

RESTRICTED

**MEMORANDUM FOR THE UNITED STATES MEMBER,
FAR EASTERN COMMISSION**

On May 4, 1948 the Soviet Member drew the attention of the Steering Committee to an article by Lindsey Parrott, which appeared in the New York Times on May 3, 1948 regarding the Misawa airfield in Japan and requested the United States Member to seek information as to the accuracy of this press story. On May 6, 1948 in the course of the discussion on FEC 245/18, Civil Aviation in Japan, the Soviet Member again referred to this article. It is noted that at neither meeting did the United States Member commit himself to an acceptance of the Soviet request for information. Therefore, it is believed that the United States Member should not volunteer a reply to the inquiry of the Soviet Member. However, should the Soviet or any other Member make further requests for information on this subject or revert to consideration of the subject in the course of discussion on the question of civil aviation in Japan, the United States Member is authorized to transmit the substance of the attached statement to the members of the Far Eastern Commission.

*4R
894.796*

894.7962/6-1648

CS/A

Charles E. Saltzman
Assistant Secretary

SECRET FILE

894.7962/6-1648

Enclosure:

Statement of the United States Member.

1507
OCT 13 1948

FE:NA:ALDunning:lt
9/29/48

Ans	<i>[Signature]</i>
Rev	<i>[Signature]</i>
Dist	<i>[Signature]</i>

OCF VT Unit
FE
AN

A true copy of the signed original. SRM

+V American (2)

OK
This draft cleared by [Signature] on 10/15/48
This info was obtained from my source for this use. 1537

STATEMENT OF THE UNITED STATES MEMBER

With reference to the article in the New York Times of May 3, 1948 regarding the subject of the Misawa Airfield in Japan, my Government has informed me that the occupation forces surveyed all the airfields in Japan and found that none of them were adequate for use of the high performance aircraft in use by the United States forces. Most of them had runways too short for our military planes and transports; all had runways too weak to stand the impact of our aircraft. Since the military occupation of Japan requires the availability of our Air Force for any contingency, it was decided by SCAP that sufficient fields should be put in condition to make our occupation effective. Misawa is one of a chain of airfields which have been selected to provide adequate basing of aircraft necessary to operate to prevent smuggling, illegal entry, etc.; and also to provide emergency landing fields for both military and civilian aircraft.

However, a survey of requirements indicated that shortages of cement, asphalt, of necessary engineering supervisory personnel would make it impossible to make all the needed improvements at once. Accordingly, it was not until May 1, 1946 that authority was given to improve the Misawa airfield. Runways were extended and strengthened and additional servicing facilities were provided.

While this shortage of material operated to make extremely difficult and dangerous the necessary movement of both military and authorized commercial aircraft, I can now report that due to the improvements I have just mentioned, craft can at present operate to and from Japan with a maximum of safety in take-off and landing and with assurance of adequate landing facilities.