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MILITARY INTELLIGENCE SECTION, GENERAL STAFF
GEOGRAPHICAL SECTION

TERRAIN STUDY NO. 2

SOUTHEASTERN SIBERIA

SECTION I. AIRFIELDS

PART III. KHABAROVSK - NIKOLAYEVSK AREA
PART IV. OBLUCH'YE - SKOVORODINO AREA

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PART III. KHABAROVSK - NIKOLAYEVSK AREA

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JOINT G-2/ENGINEER GEOGRAPHIC PUBLICATION

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General Headquarters
FAR EAST COMMAND
Military Intelligence Section, General Staff
Theater Intelligence Division
Geographic Branch

Terrain Study No. 2

SOUTHEASTERN SIBERIA

Joint G-2/Engineer Geographic Study

Section I. Airfields

Part III. Khabarovsk—Nikolayevsk Area
Part IV. Obluch'ye—Skovorodino Area

Terrain Study No. 2 "Southeastern Siberia" Section 1, Airfields, Parts III and IV is promulgated herewith. This is a section of a study which is second in a general series, certain titles of which have been published previously, as follows:

Terrain Study No. 1:	MANCHURIA
Terrain Study No. 2:	SOUTHEASTERN SIBERIA Section I, Parts I and II (Airfields)
Terrain Study No. 3:	KAMCHATKA
Terrain Study No. 4:	SOUTH CENTRAL SIBERIA
Terrain Study No. 14:	CENTRAL HONSHU JAPAN SHONAN AREA

Sources of information exploited include translations of Japanese General Staff Maps and Documents; ATIS, FEAF, and Eighth Army interrogation reports; special reports prepared for the Geographic Section by Japanese informants; special interrogations conducted by the Geographic Section; Russian maps; Department of the Army publications and current intelligence compilations of Ground, Air and Naval Forces.

The present volume contains two parts covering the areas of Khabarovsk—Nikolayevka and Obluch'ye—Skovorodino and presents the most recent evaluated intelligence concerning airfields available in the Far East Command.

Geographical material is developed on a joint co-operative basis with the Intelligence Division O/E, Far East Command. Reproduction is by the 64th Engineer Topographic Battalion.

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PART III. KHABAROVSK-NIKOLAYEVSK AREA

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1. Maps

a. Kwantung Army Staff Maps

ATIS Document No. 21016, dated 1941-1944. Abbreviated in the text as K.A.M.

These maps are Russian topographic maps with modifications and additions made by the Japanese based on aerial photographs, aerial observation, observation from the Manchurian border, and interrogation reports. They were classified as top secret by the Japanese. The maps have proved particularly useful in checking the reported location of airfields with respect to terrain suitability. The airfield information they contain cannot always be precisely dated, since nearly all of the maps bear hand entries in colored ink which obviously postdate the date of publication. Seventy-six of the confirmed and six of the unconfirmed airfields in this study were located by the Japanese on these maps.

b. Japanese General Staff Maps, 1941-1944

Abbreviated in the text as J.G.S.

These maps are similar to Kwantung Army Staff Maps and in general duplicate the areas covered. They have been particularly valuable not only for checking locations of airfields with respect to terrain suitability, but also for checking locations of towns and railroad stations not shown on available U.S. maps. Fifty-five confirmed airfields and one unconfirmed field were located by the Japanese on these maps. The strikingly lower number of airfields as compared to those on the Kwantung Army Staff Maps seems due to a distinction in the purpose each set of maps was intended to serve. The distinction is not entirely clear-cut, but the Japanese General Staff Maps appear to include only those regarded as permanent military positions whereas the Kwantung Army Staff Maps include all operational installations or positions of any sort. (See extensive citation of Kwantung Army Staff Maps in Supplemental List). The discrepancy can also be partly accounted for by the fact that most of the Kwantung Army Staff Maps used in this study bear hand entries providing more recent information than that contained in the corresponding Japanese General Staff Maps, even though the latter were published at a later date. The Kwantung Army Staff Maps, on the whole, are based on later information than the Japanese General Staff Maps and are considered more reliable, with the exception of 14 Japanese General Staff Maps covering the areas of Komsomol'sk, Padali, Khummi, Khabarovsk, West Khabarovsk Area, Kuybyshevka-Vostochnaya, Tambovka, Blagoveshchensk, Zavitaya, Seryshevo and Pozdeyevka. The latter were based on the latest aerial photographs in the possession of Japanese Intelligence and were considered by the Japanese to be the most reliable maps covering these areas.

c. Japanese Town Plans of the Eastern Soviet, 1938-1941

These larger scale maps have proved of value in checking terrain suitability of airfield sites. Also they give the location of the airfields and frequently show airfield boundaries and installations.

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6. Soviet Union Yearbook, 1943-1944, Tokyo, 1944

7. U.S. Publications

   a. Provisional Airfield List, Siberia, January 1945

   b. JANIS 73, Chap XII, February 1945

   c. Summary of Air Facilities in USSR East of 100°E, April 1948

   d. Airfield Maps

54N-121E, Jul 1948; 54N-150E, August 1948, 42N-139E, November 1948.

   e. USSR, Southeastern Siberia, Airfield and Seaplane Stations, USAF and ONI, December 1948

Information was taken from these publications only when there was no information available in any of the Japanese sources, except in the case of one airfield, Khabarovsk No. 1, where reference was made to an aerial photograph and its accompanying text.

A. INTRODUCTION

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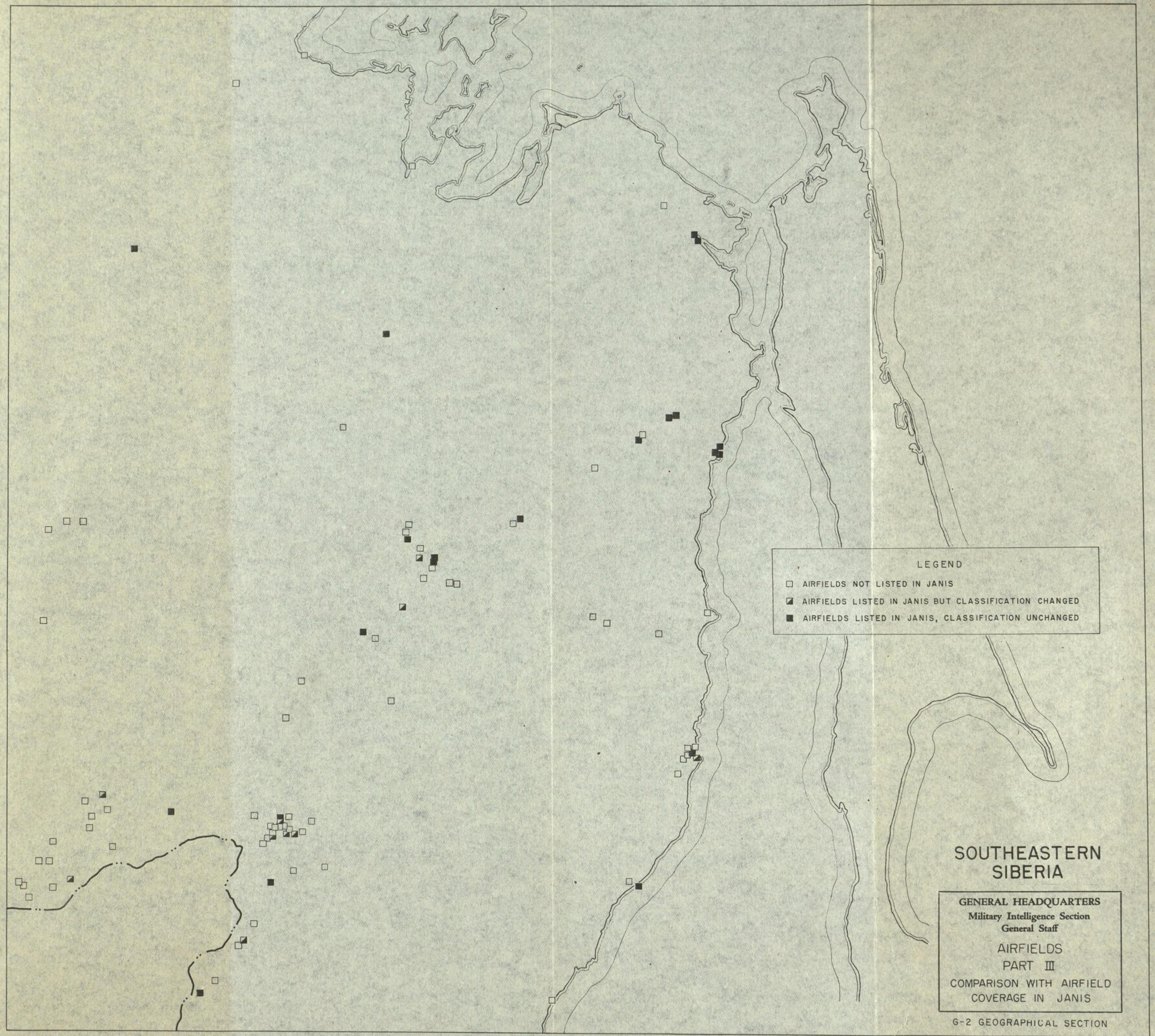

SOUTHEASTERN SIBERIA

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AIRFIELDS
PART III
COMPARISON WITH AIRFIELD COVERAGE IN JANIS

G-2 GEOGRAPHICAL SECTION

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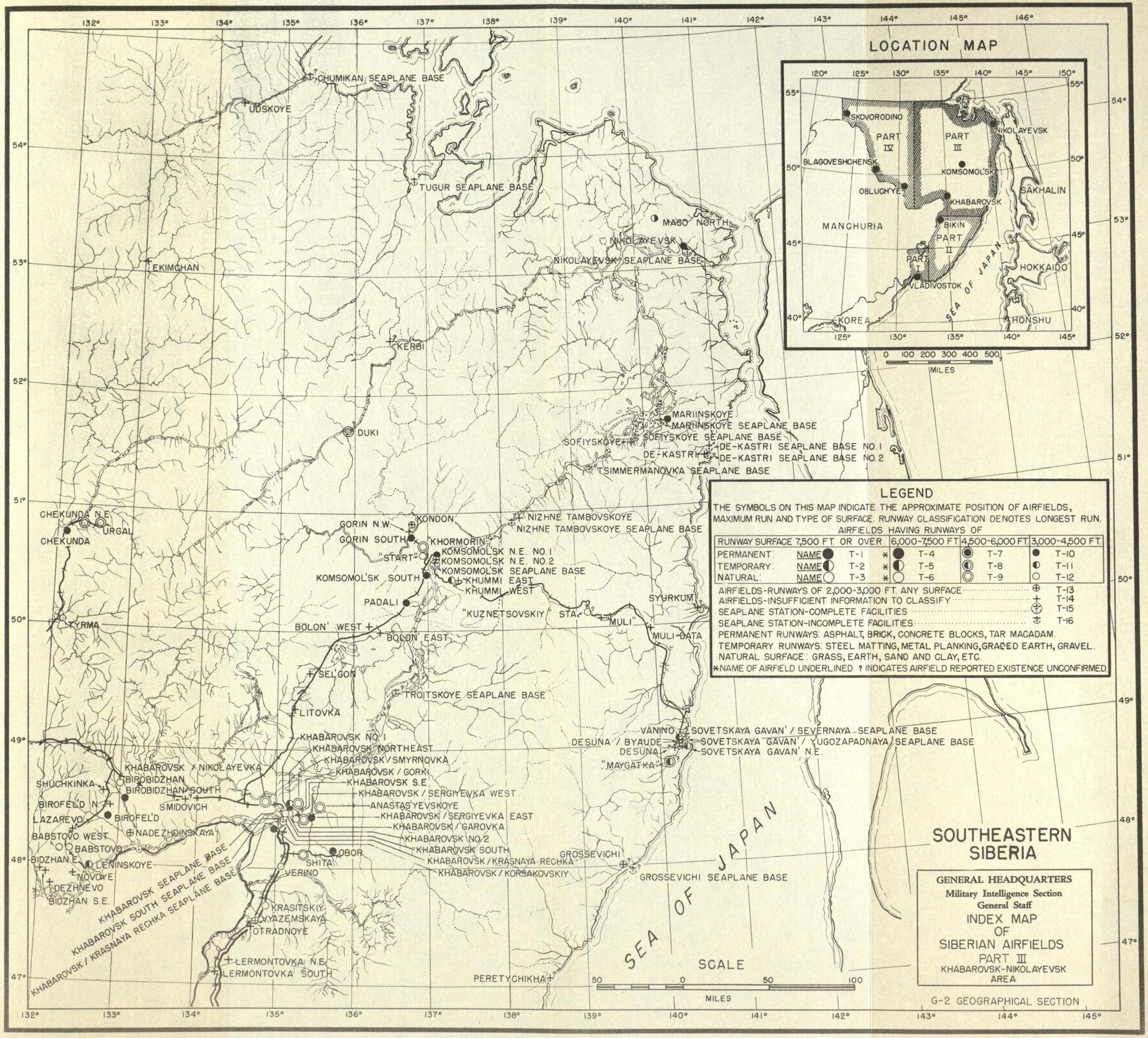

LEGEND

THE SYMBOLS ON THIS MAP INDICATE THE APPROXIMATE POSITION OF AIRFIELDS, MAXIMUM RUN AND TYPE OF SURFACE. RUNWAY CLASSIFICATION DENOTES LONGEST RUN.

	AIRFIELDS HAVING RUNWAYS OF											
RUNWAY SURFACE	7,500 FT. OR OVER				6,000-7,500 FT.		4,500-6,000 FT.		3,000-4,500 FT.			
PERMANENT:	NAME	●	T-1	*	●	T-4	◉	T-7	●	T-10		
TEMPORARY:	NAME	◐	T-2	*	◐	T-5	◉	T-8	◐	T-11		
NATURAL:	NAME	○	T-3	*	○	T-6	◎	T-9	○	T-12		

AIRFIELDS-RUNWAYS OF 2,000-3,000 FT. ANY SURFACE	⊕	T-13
AIRFIELDS-INSUFFICIENT INFORMATION TO CLASSIFY	+	T-14
SEAPLANE STATION-COMPLETE FACILITIES	⊕	T-15
SEAPLANE STATION-INCOMPLETE FACILITIES	⊕	T-16

PERMANENT RUNWAYS: ASPHALT, BRICK, CONCRETE BLOCKS, TAR MACADAM.
TEMPORARY RUNWAYS: STEEL MATTING, METAL PLANKING, GRADED EARTH, GRAVEL.
NATURAL SURFACE: GRASS, EARTH, SAND AND CLAY, ETC.
*NAME OF AIRFIELD UNDERLINED. ? INDICATES AIRFIELD REPORTED EXISTENCE UNCONFIRMED.

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
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INDEX MAP
OF
SIBERIAN AIRFIELDS
PART III
KHABAROVSK-NIKOLAYEVSK
AREA

G-2 GEOGRAPHICAL SECTION

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SECTION I. AIRFIELDS

PART III. KHABAROVSK-NIKOLAYEVSK AREA

A. Introduction

1. General

This study is a compilation of the latest available information on the airfields of Southeastern Siberia in the area between Khabarovsk and Nikolayevsk (48°29' to 53°08'N, and 135°05' to 140°43'E).

Altogether 118 airfields are listed. Of these, 24 are fields whose existence is very doubtful and about which no information is available except a possible location. The remaining 94 airfields are located on a general index map (Plate I-38) and are described in as much detail as available information permits. In the following chart they are classified according to the standard approved by USAF, and are designated as "confirmed" or unconfirmed" according to the number and reliability of sources.

Classification	Length of runway (ft)	Surface of runway	No. of fields confirmed	No. of fields unconfirmed
T-7	4500	Permanent		
T-8	to	Temporary		1
T-9	6000	Natural	8	1
T-10	3000	Permanent	13	
T-11	to	Temporary	6	
T-12	4500	Natural	10	
T-13	2000 to 3000	Any surface	5	1
T-14	Not sufficient information to classify		24	8
T-15	Seaplane base	Complete facilities	5	
T-16	Seaplane base	Incomplete facilities	5	7
		Total	76	18

The chief value of this study lies in the locating of new airfields, in the confirming and correcting of field locations already reported in Allied publications, and in the providing of more detailed information on facilities. Airfield sites have been carefully described from the point of view of terrain suitability, and detailed topographic maps have been included for the more important fields.

Of the 94 airfields described in this study, 63 are not listed in JANIS 73, Chapter XII, Southeastern Siberia Air Facilities, February 1945; 22 are not listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948; 20 are not listed in USSR, Southeastern Siberia, Airfields and Seaplane Stations, December 1948; and 20 are not carried on the latest available USAF Airfield Maps. Ten airfields,

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Mago North, Khabarovsk SE, "Kuznetsovskiy" Station, Muli-Data, "Muli", Desuna/Byaude, Desuna, "Maygatka", Peretychikha and Duki are not listed in any Japanese Intelligence document, or in any U.S. Airfield publications; all are believed to be dirt landing grounds with the exception of Mago North, reportedly equipped with a 3280-foot gravel runway, and "Maygatka", reportedly equipped with a 5000-foot steel mat runway; only four of the ten airfields, Mago North, "Muli", Muli-Data and Desuna/Byaude are confirmed.

Two airfields, Khabarovsk North (48°34'N, 135°06'E) and Khabarovsk/Krasnaya Rechka East (Il'inka) (approximately 48°23'N, 135°09'E), are both listed in USSR, Southeastern Siberia, Airfields and Seaplane Stations, and on USAF Map 54N-121E, and the former is also listed in Summary of Air Facilities in USSR East of 100°E, but they are not mentioned in Japanese Intelligence documents nor in any interrogation reports, and according to available information their existence appears questionable.

All known sources have been consulted and critically compared. The principal sources, in the approximate order of their usefulness, are (1) large-scale Japanese maps which not only afford an excellent basis for analyzing terrain suitability but also locate and give detailed information on airfields; (2) Special Report (K), written by a former officer of the Kwantung Army who was assigned to the study of Siberian airfields at Intelligence Headquarters, Ch'ang-ch'un, Manchuria; (3) interrogation reports from Maizuru (315th Composite Wing Interrogations), FEAF Liaison, ATIS, Eighth Army, and G-2 Geographic Section. The various sources commonly disagree in the data for specific airfields, particularly field and runway dimensions given in interrogation reports. Conclusions have been drawn, as far as possible, on the basis of reliability of source, recency of information, and terrain suitability. For a few fields alternate data from different sources are given.

2. Airfield construction

Less activity has been reported in connection with airfield expansion and construction in the Khabarovsk-Nikolayevsk area than in the Vladivostok - Ozero Khanka and Bikin-Suchan areas (Parts I and II). The three main concentrations of airfields are at Khabarovsk (48°29'N, 135°05'E), Komsomol'sk (50°33'N, 136°58'E) and Sovetskaya Gavan' (48°59'N, 146°17'E). The greatest activity has been reported in the Sovetskaya Gavan' area. Here the Russians are reported to have been extending the Vanino airfield and laying down steel mat runways during the period from 1946 to 1948; also a greater number of Japanese prisoners of war have been engaged in construction of this field than in work at any other field yet reported. A few reports indicate that the Sovetskaya Gavan' NE field may have been extended beyond the dimensions reported in Japanese Intelligence documents, but the information is fragmentary and unconfirmed. Three new fields have been reported in the Sovetskaya Gavan' area which have not been recorded either in Japanese Intelligence documents or in U.S. airfield publications. One, the Desuna-Byaude field, has been confirmed by several interrogation reports; the other two, Desuna and "Maygatka", are unconfirmed.

The only new development reported in the Khabarovsk area is a possible new airfield, Khabarovsk SE, said to be equipped with a concrete runway, located east or south of Gorki (48°29'N, 135°05'E) and north of Garovka (48°27'N, 135°12'E).

Little or no airfield construction has been reported in the Komsomol'sk area. A few buildings were erected during 1946 and 1947 in the vicinity of the No. 130 aircraft plant at the Komsomol'sk No. 1 airfield. The "Start" (50°42'N, 136°51'E) airfield located

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10 miles north of Komsomol'sk (50°33'N, 136°58'E), which is not recorded in previous U.S. publications, is believed to be the field carried in Japanese Intelligence documents as Komsomol'sk West, and not a newly constructed airfield; however, one informant gives an unconfirmed report of a field under construction in 1947 near "Start".

The only other new development reported in the entire Khabarovsk-Nikolayevsk area is Mago North, located approximately 28 miles northwest of Nikolayevsk (53°08'N, 140°43'E). This field was constructed in 1946 and equipped with a 3280-foot gravel runway. It is probably used to service a nearby gold mine. Also the Leninskoye (47°59'N, 132°38'E) airfield has possibly been equipped with a 3280-foot steel mat runway.

3. Aircraft

One to five four-engine aircraft have been reported at Nikolayevsk, Mariinskoye (51°42'N, 140°12'E), Komsomol'sk NE No. 1, Khabarovsk No. 1 (Stalin), Khabarovsk/Garovka, and Vanino airfields. Also four-engine seaplanes have been reported in the Sovetskaya Gavan' area and at Khabarovsk Seaplane Base. Jet aircraft have been reported at Khabarovsk No. 1 (Stalin) airfield, and one or two informants have reported jet aircraft at other fields in the Khabarovsk-Nikolayevsk area, but these reports are probably inaccurate because of the position from which the observations were made.

4. Plan of report

The airfield descriptions are arranged according to geographical position from north to south. They are divided, for the most part, into the following topics: location, altitude, size and shape of field, description of runways, facilities, remarks and references.

For each field the most suitable name is given first, followed by variant names, coordinates and classification. Except where otherwise indicated, coordinates are given for towns rather than for the fields themselves, and the fields are located in relation to the towns. The coordinates have been taken from the Kwantung Army and Japanese General Staff maps. The elevations given for the fields denote altitude above sea level. The heights given for mountains denote heights above the field elevations. The designation "confirmed" or "unconfirmed" is valid only as of the date of most recent information. No attempt has been made to specify the current operational status of each field.

For ease in quick reference, most of the items under "Remarks" are given under the following subheadings: surrounding topography, weather, field, runways, aircraft and facilities. Weather data as reported by informants are included only if no similar statistics are available in JANIS 73, Chapter V. Any subheading is omitted for which there is no additional information or comment necessary to the report. The last item under "Remarks" states whether or not the field is listed in JANIS 73, Chapter XII, in Summary of Air Facilities in USSR East of 100°E, in USSR Southeastern Siberia, Airfields and Seaplane Stations, and on the latest USAF Airfield Maps.

Specific items of information are followed by numbers in parentheses indicating items under "References". The date accompanying each reference is the date of the information rather than the date of publication unless otherwise specified. For each reference the source and information are evaluated according to the following standard key:

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Evaluation of source:

A. Completely reliable
B. Usually reliable
C. Fairly reliable
D. Not usually reliable
E. Unreliable
F. Cannot be judged

Evaluation of information:

1. Confirmed
2. Probably true
3. Possibly true
4. Doubtfully true
5. Improbable
6. Cannot be judged

For the more important airfields, topographic maps with detailed diagrams of fields accompany descriptions. Because of the concentration of fields in and around the Khabarovsk, Khabarovsk-Komsomol'sk and Sovetskaya Gavan' areas, detailed maps showing location of fields in these areas have been included. The majority of the topographic maps were based on Kwantung Army Staff Maps and Japanese General Staff Maps; when these were not available, Japanese Town Plans of the Eastern Soviet were used. Up-to-date information based primarily on interrogation reports pertaining to size and installations of fields has been added to the maps. The town or railroad station for which a field is named is shown on the orientation map accomapnying the detailed map. Names of towns and railroad stations which could not be located on any available Japanese, Russian, or U.S. map have been placed in quotation marks. A legend standard for all maps follows this page.

Following the airfield descriptions is a supplemental list of the 24 fields for which no information other than general location is available. Because of uncertainty as to the existence or precise location of these fields, they are not shown on the over-all index map.

5. Names and symbols

The name given to each field is, wherever possible, a direct transliteration of the Russian name. Where this differs from the spelling used in Allied publications, the latter has been listed as a variant. Also, all known alternate airfield names are given. An alphabetical list of names and alternate names is included at the end of Part III.

Symbols for topography and military installations have been taken from FM 21-30, War Department Basic Field Manual, October 1943.

Abbreviations used in the airfield descriptions include the following:

AA	Anti-aircraft
A/F	Airfield
Am	Ammunition
ATIS	Allied Translator and Interpreter Section
Doc	Document
ELG	Emergency landing ground
Hq	Headquarters
JANIS	Joint Army-Navy Intelligence Study
J.G.S.	Japanese General Staff
K.A.M.	Kwantung Army Map
Qtrs	Quarters
ONI	Office of Naval Intelligence
PW	Prisoner of War
Rpt,rpts,rptd,	rptng - Report, reports, reported, reporting
Rvt	Revetment

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THE FOLLOWING CONVENTIONAL SIGNS WILL BE USED THROUGHOUT THE STUDY. IT WILL BE NOTED THAT SOME SYMBOLS ARE NOT STANDARDIZED.

LEGEND

DOUBLE-TRACK WIDE GAUGE (5FT) R R

SINGLE-TRACK WIDE GAUGE (5FT) R R

SINGLE-TRACK NARROW GAUGE (3FT 6 IN) RR

PRIMARY HIGHWAY

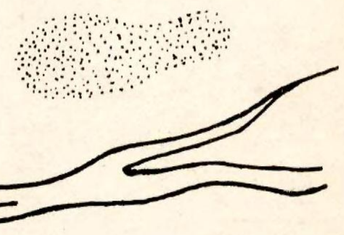
DIRT ROAD

BLUFF

RAIN GULLY

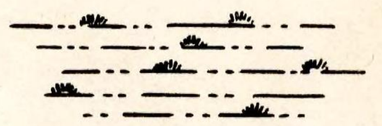
DIRT EMBANKMENT

SAND

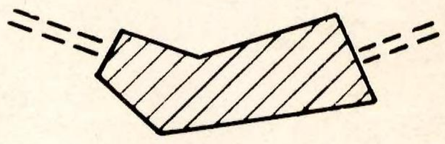


RIVER

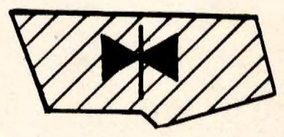
MARSH



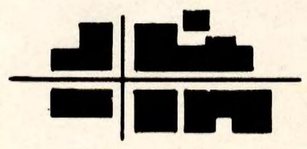
CITY OR TOWN (LOCATION MAP ONLY)



AIRFIELD (LOCATION MAP ONLY)

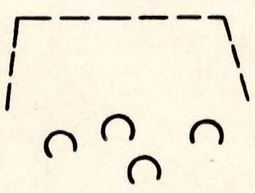


BUILDINGS



AIRFIELD BOUNDARY

REVETMENTS



ANTI-AIRCRAFT DEFENDED AREA

RADAR STATION

SEARCHLIGHT

RADIO STATION

AMMUNITION DUMP

AMMUNITION DUMP (UNDERGROUND)

FUEL STORAGE

FUEL STORAGE (UNDERGROUND)

B. DESCRIPTIONS OF AIRFIELDS AND SEAPLANE BASES

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B. Descriptions of airfields and seaplane bases

CHUMIKAN SEAPLANE BASE

54°42'N, 135°19'E

T-16

Unconfirmed

Location: Exact location unknown; rptd to be near village of Chumikan located just south of Mys (point) Chumikan on west side of Udskaya Guba (bay) at mouth of Reka (river) Uda; approx 245 mi NW of Nikolayevsk (3,4).

Altitude: Sea level (1,2)

Alighting area: Udskaya Guba (1,2)

Facilities: No information

Remarks:

1. Aircraft. Believed to be on Petropavlovsk-Vladivostok coastal flights prior to 1940 (3).

2. Japanese Air Intelligence, Ch'ang-ch'un, Manchuria, received no information after 1940 (3,4).

3. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-16); on Airfield Map 54N-121E, Jul 1948 (T-16); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-16).

References:

1. J.G.S., 1:500,000, T-Series, Map No. 3, 1933. Seaplane base not shown on map. (B-3)

2. Hydrographic Office, U.S. Navy, Emergency Reproduction of Japanese Chart, Apr 1942, H.O. Misc 10,010-14. Compiled from 1934 Publication of Russian H.O. Chart of Ledskaya Bay, 1:200,000; surveyed in 1916. Seaplane base not shown on map. (C-3)

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

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

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UDSKOYE
(Udskoye Ostrov)

54°29'N, 134°21'E

T-14

Confirmed

Location: Near town of Udskoye (2,3) which is on south bank of Reka (river) Uda; 40 mi SW of Udskaya Guba (bay) (1).

Altitude: Estimated 200 ft (1)

Field: No information

Runway: No information

Facilities: Revolving radio beacon and fuel dump located in area (1). This information based on radio interception reports (2).

Remarks:

1. Japanese Air Intelligence, Ch'ang-ch'un, Manchuria, received last report on field in 1945 (2).

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

References:

1. J.G.S., 1:500,000, S Series Map No. 3, 1943. Airfield not shown on map. (B-3)

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

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

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TUGUR SEAPLANE BASE

53°45'N, 136°48'E

T-16

Unconfirmed

Location: Located at town of Tugur at mouth of Reka (river) Tugur (2); town located on south shore of Zaliv (bay) Tugurskiy, approx 165 mi WNW of Nikolayevsk (1).

Altitude: Sea level (1)

Alighting area: No information

Facilities: No information

Remarks: Not listed in JANIS 73, Chap XII, 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-16); listed on Airfield Map 54N-150E, Aug 1948 (T-16); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-16).

References:

1. J.G.S., 1:500,000, T Series Map No. 3, 1943. Seaplane base not shown on map. (B-3)
2. ATIS Doc No. 28177, May 1944. Does not specify whether airfield or seaplane base. (C-3)

MAGO NORTH
("Samunicheri", "Somnitelny", Nikolayevsk Northwest)

53°15'N, 140°10'E

(Plate I-39)

T-11

Confirmed

Location: Exact location unknown. 15-20 mi NNE of village of Mago (53°15'N, 140°11'E). Probably 0.5 mi east of village of "Samunicheri" ("Somnitelny"); approx 28 mi NW of Nikolayevsk (2).

Altitude: Estimated 400 ft (1)

Field: 6500 x 1640 ft (2)

Runway: 3280 x 330 ft (2), rolled gravel (2,3).

Facilities: Small wind sock (2); no other facilities in 1946 (2,3,4).

Remarks:

1. Village of "Samunicheri" not found on any map. Rptd to be Russian labor camp, approx 20 hours walk along winding dirt road from Reka (river) Amur. Population approx 300. Gold mine 1 mi west of village (2). Village also called

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"Somnitelny" (4). Because of uncertainty of location of "Samunicheri" ("Somintelny"), field named after nearest town which could be located on map (1).

2. Surrounding topography. Narrow river valley flanked by high mts to north and south. River flows east 30-65 ft south of field (2,3). Small hill east of field is obstruction in taking off (2).

3. Weather. Prevailing wind from east; snowfall approx 4-5 in; temperature averages -18°F in winter (2).

4. Runway. Also rptd 6500 ft long (3).

5. Aircraft. Single-engine monoplane, similar to R-10, observed landing on field 2-3 times in Oct 1946, reportedly bringing in food supplies (2). 2-3 twin-engine passenger planes observed on field (3).

6. No land transportation facilities in area except dirt road connecting site with Reka Amur shipping. This road impassable for vehicles in spring thaw and summer rainy seasons (2).

7. 350 PW's engaged in construction of airfield (3); field probably intended for use in connection with near-by gold mine (2,4).

8. No communication lines observed in area (2).

9. Thermoelectric plant located in "Samunicheri" (2).

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

References:

1. J.G.S., 1:100,000, 45 V-W Series, Map No. 21, 1940. Area surveyed in 1919; therefore accuracy of contour lines and spot elevations questionable. Field not shown on map. (B-3)

2. Special Interrogation No. 184 (re-interrogation of Maizuru Interrogation No. 100). Informant engaged in construction of airfield Sep-Oct 1946. (B-3)

3. Eighth Army Interrogation 1198-32, Aug-Sep 1946. Informant engaged in construction of airfield. (D-3).

4. Eighth Army Interrogation 1033-22, Sep 1946. Laborers observed levelling area. (D-2)

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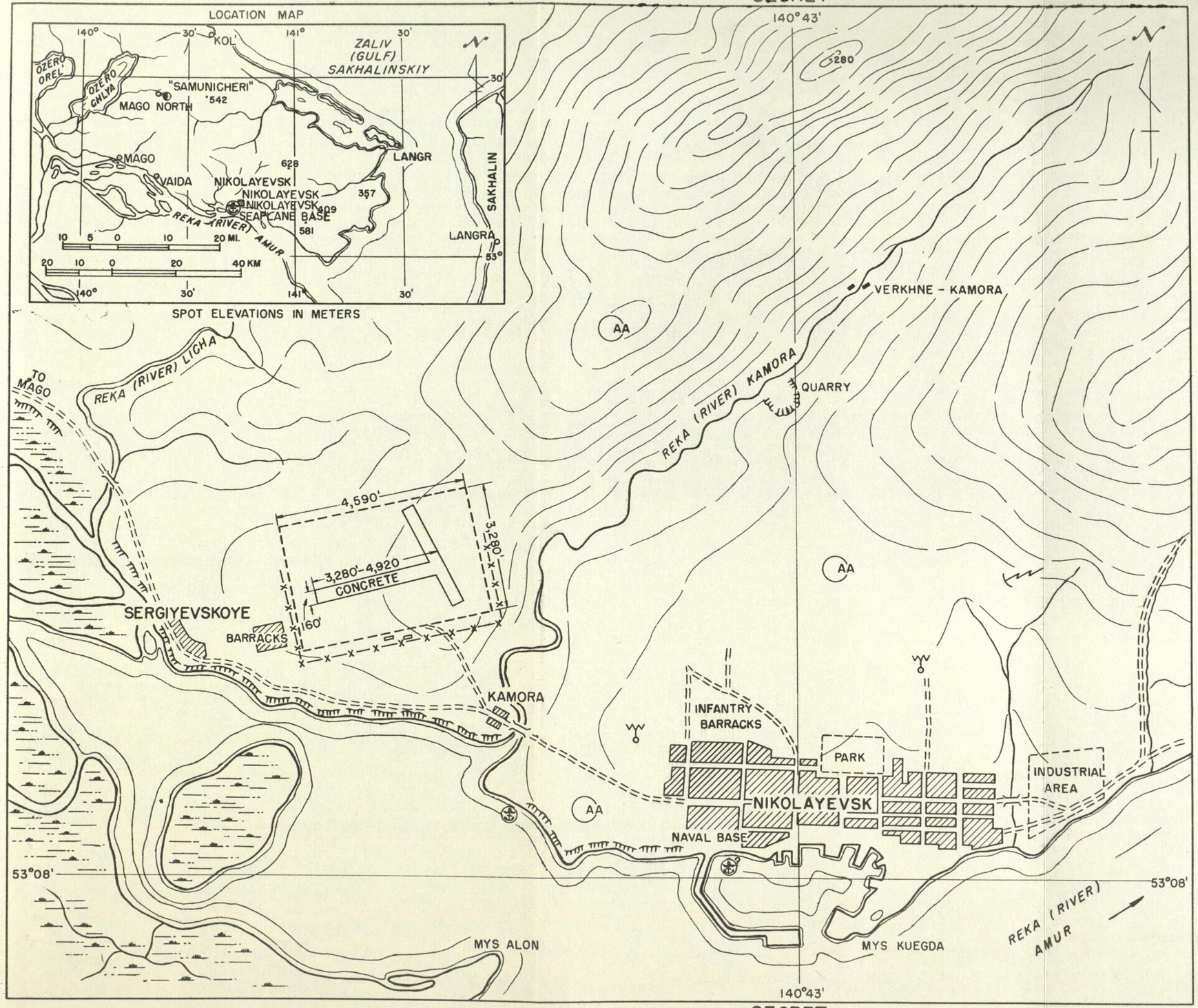
By TWD NARA Date 12/20/11

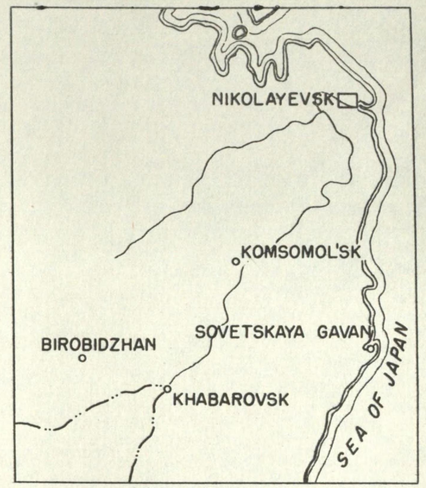
SECRET

LOCATION MAP

SPOT ELEVATIONS IN METERS



SECRET



ORIENTATION MAP

MAP BASED ON J.G.S. 1:100,000, 45 V W SERIES, MAP NO. 21, JULY 1940, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1/4 1/2 1 MILES

0 1 2 KILOMETERS

FORM LINES APPROX 20 METER INTERVALS
SPOT ELEVATION IN METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

NIKOLAYEVSK AIRFIELD AND SEAPLANE BASE

G-2 GEOGRAPHICAL SECTION

PLATE I-39

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By SJ NARA Date 12-19-11

NIKOLAYEVSK

53°08'N, 140°43'E

(Plate I-39)

T-10

Confirmed

Location: Approx 1 mi WNW of Nikolayevsk which is on north bank of Reka (river) Amur, 26 mi west of Amur Gulf (1,10,11,14,15,21,22,23,26,27,28).

Altitude: 130-160 ft (1)

Field: 3280 x 4590 ft (26)

Runways: T-shaped (4,13,29,30). 3280-4920 ft (12,16,25,40, 41,43) x 160 ft (12,25,26,33). Probably WSW/ENE, concrete (11,12,16,25,36,35,41,42). Second runway probably NW/SE (1), concrete (13), dimensions unknown.

Facilities:

1. 2-4 hangars, location unknown (3,10,15,22,29, 30,31); 4 underground hangars under construction Sep 1946 (3).

2. 2-3 dirt rvts, location unknown (12,14).

3. 2 oil tanks rptd at field (10).

4. 5 wooden barracks, 65 x 100 ft, with galvanized iron roofs (28). 4 stone barracks rptd built in 1946, 2 still under construction Sep 1946 (33).

Remarks:

1. Surrounding topography. Field slopes slightly upward towards east; surrounded by trees; mt 1040 ft high 4.75 mi to NW; hill 790 ft high 5 mi to NNW; hill 950 ft high 4.75 mi to NE; hill 950 ft high 4.75 mi to ENE; mt 1250 ft high 6.5 mi to SSE; unlimited open approach from west (1).

2. Field. Rptd not in operation during winter (12). Enclosed by barbed-wire fence (23).

3. Aircraft. Twin-engine aircraft with wide U-shaped wings and short body observed in area (21). 15-40 planes observed parked on field in 1946-1947 (11,12,24,29,30,34) with one informant rptng maximum of 50 (25). One informant rpts 2 4-engine aircraft on field in Jul 1946 (25). Another rpts occasionally observing 4-engine aircraft using field in Jun 1947 (41).
4-15 light bombers observed (10,24,25,27,37,42) with one informant rptng 40 (39). 5-9 medium bombers observed (24,34). 6-7 transports observed (28,30) with one informant rptng 18 (37). 10-20 fighters observed (24,27,30,34,41) with 2 informants rptng 30-40 (25,29). 3 men rpt seaplanes (7,37,38) at field; 2 describe them as single-engine (7,38).

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4. Facilities. Approx 25 AA guns located along shore of Reka Amur between western edge of town and mouth of Reka Kamora (3,4,17). 13-24 AA guns located on low hill north of field (22, 23,39). 5-15 AA guns approx 1 mi NE of town (4,18,19) camouflaged with nets (20,34). Radar (23,26) and searchlights (33,39) rptd situated between field and town (26). Two wireless stations shown in this area on J.G.S. maps (1); informant possibly mistook one for radar. Another informant locates radar station 2.5 mi north of port entrance, in 6-story wooden bldg 30 ft sq; states that it resembled Japanese radar (44). Third station rptd 15.5 mi east of harbor; rectangular screen 3.5 ft sq atop steel pole 3.5 ft high (45).

5. Listed in JANIS 73, Chap XII, Feb 1945 (A/D); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-10); on Airfield Map 54N-150 E, Aug 1948 (T-10); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-10).

References:

1. J.G.S., 1:100,000, 45-VW Series, Map No. 21, Jul 1940. Area survey in 1919. (B-2)

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

3. Maizuru Interrogation No. 100, Jun-Sep 1947 (C-3).

Interrogations

4. Eighth Army No. 1398-43, Nov 1946 (sketch only) (D-3).
5. Eighth Army No. 1398-39, Oct 1945-Jun 1947 (sketch only) (D-3).
6. Eighth Army No. 1213-7, Jun 1947 (sketch only) (D-6).
7. Eighth Army No. 768-34, Jul 1946. Field observed from passing truck. (D-3)
8. Eighth Army No. 768-29, Dec 1945-Jun 1947. Informant worked near-by; rptd trees obstructed view.(D-3)
9. Eighth Army No. 734-38, Feb 1946. Informant worked near airfield for one day. (D-6)
10. Eighth Army No. 734-12, Jun 1946. (D-3)
11. Eighth Army No. 1276-36, Feb 1947. (D-3)
12. Eighth Army No. 1295-36, Oct 1946. Informant observed airfield 4 times; place of observation not recorded. (D-3)
13. Eighth Army No. 760-12, Jun 1947. Field observed from near-by hill; distance from field not recorded. (D-3)
14. Eighth Army No. 768-42, Jul 1946. Informant passed by field several times. (D-3)
15. Eighth Army No. 1305-20, Jul 1947. Informant passed by field several times. (D-3)
16. Eighth Army No. 1284-40, Dec 1945. Field observed from passing truck. (D-3)
17. Eighth Army No. 762-46, Jul 1946 (D-4).
18. Eighth Army No. 785-19, Jun 1947 (D-3).
19. Eighth Army No. 769-8, May-Jul 1946 (D-3).
20. Eighth Army No. 179-33, Oct 1945-Jun 1947. Observation made from PW camp 1 mi away. (D-3)
21. Eighth Army No. 1448-41, Jun 1947 (D-3).

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22. Eighth Army No. 759-18, Jan 1947. Bldg obstructed view. (D-3)
23. Eighth Army No. 734-15, Oct 1946. Informant on field 7 times. (D-3)
24. Eighth Army No. 785-35, May 1947. Field observed from passing truck. (D-3)
25. Eighth Army No. 795-50, Jul 1946 (D-3).
26. Eighth Army No. 1276-23, Sep 1947 (D-3).
27. Eighth Army No. 785-29, Jul 1947 (D-3).
28. Eighth Army No. 785-17, Feb 1947 (D-3).
29. Eighth Army No. 1249-42, Jun 1947. Field observed from top of hill, distance from field unestimated. (D-3)
30. Eighth Army No. 1124-10, Dec 1945-Jul 1947 (D-3).
31. Eighth Army No. 1249-27, Aug 1945-Sep 1946 (D-3).
32. Eighth Army No. 1083-26, Dec 1946 (D-3).
33. Eighth Army No. 1249-36, Oct 1945-Jul 1947 (D-3).
34. Eighth Army No. 1211-8, Nov 1946-Feb 1947 (D-3).
35. Eighth Army No. 777-6, Nov-Dec 1946 (D-3).
36. Eighth Army No. 1083-26, Dec 1946 (D-3).
37. Eighth Army No. 1161-25, Apr 1947 (D-3).
38. Eighth Army No. 759-20, Dec 1945 (D-4).
39. Eighth Army No. 1200-29, Jul 1947 (D-3).
40. Eighth Army No. 1083-35, Sep 1946 (D-3).
41. Eighth Army No. 1010-33, Jun 1947. Field observed daily for 15 months, twice from distance of 300 ft. (D-3)
42. Eighth Army No. 1050-34, Jun 1947 (D-3).
43. Eighth Army No. 1048-37, Aug 1946 (D-3).
44. ATIS, Vol 62, Nos 7829 and 8808 (C-6).
45. ATIS, Vol 62, Nos 7729 and 16198 (C-6).

NIKOLAYEVSK SEAPLANE BASE

53°08'N, 140°43'E

(Plate I-39)

T-15

Confirmed

Location: Approx 1 mi west of Nikolayevsk on north shore of Reka (river) Amur; 0.5 mi east of mouth of Reka Kamora; 2 mi ESE of village of Sergiyevskoye (4,5, 6,15).

Altitude: Approx sea level (1)

Alighting area: Reka Amur

Facilities:

1. 3 hangars (2,8,14)
2. 15 2-story wooden barracks located on high ground behind hangars (2).
3. Fuel storage bldgs north of hangars (15).

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Remarks:

1. 3 sources indicate this seaplane base is located in Nikolayevsk harbor near jetty (1, 10,11). Planes observed landing near wharves Jun 1947 (10,11). One informant rpts naval base at this location (5). Auxiliary location indicated on Plate I-39; not carried on index map.

2. Aircraft. Single- and twin-engine flying boats observed occasionally (4,8). 4-engine seaplanes observed every other week (9). Pusher-engine type seaplanes observed occasionally (10). MBR-2's and MDR-6's rptd observed on Reka Amur (12). 12-13 planes observed at base, Feb-Apr 1947 (4). Aircraft used skiis during winter (11).

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

References:

1. J.G.S., 1:100,000, 45-VW Series, Map No. 21, Jul 1940. Base indicated, exact location not shown. (B-2)

2. ATIS Doc No. 21002, Japanese Town Plan Maps of NE Coast of Siberia, Map No. 8, date of information 1935, published by J.G.S., 1941 (C-3).

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

Interrogations

4. Maizuru, no number assigned, dated Sep 1947 (C-6). Date of information Feb-Apr 1947.

5. Eighth Army No. 1398-39, Oct 1945-Jun 1947 (sketch only) (D-3).

6. Eighth Army No. 1398-43, Nov 1946 (sketch only) (D-3).

7. Eighth Army No. 1213-7, Jun 1947 (sketch only) (D-3).

8. Eighth Army No. 1398-47, Oct 1945-Jun 1947 (D-3).

9. Eighth Army No. 1448-41, Jun 1947 (D-4).

10. Eighth Army No. 1083-48, Jun 1947 (D-3).

11. Eighth Army No. 1083-22, Jun 1947 (D-3).

12. Eighth Army No. 1023-40, Oct 1945-Jun 1947. Field observed from PW camp.(D-3)

13. Eighth Army No. 1125-29, Jul 1947 (D-3).

14. ATIS, Vol 44, Rpt No. 7764, Jun 1947 (C-3).

15. ATIS, Vol 44, Rpt No. 7703, Jul 1947 (C-3).

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EKIMCHAN

53°04'N, 132°58'E

T-14

Confirmed

Location: Exact location unknown; near town of Ekimchan (2) which is on north bank of Reka (river) Selemdzha; 17 mi SW of Kholodnoye; 28 mi east of Lukachek; 245 mi NW of Komsomol'sk (1).

Altitude: Approx 1475 ft (1)

Field: No information (see Remark No. 4)

Runway: No information

Facilities: No information

Remarks:

1. Operated during World War II as secondary airfield near main Siberian aircraft ferrying route (2).

2. In 1945, Japanese intercepted radio messages being sent from Ekimchan airfield to Yakutsk, notifying Yakutsk that planes could safely use field (3).

3. Civil air route between Ekimchan and Svobodnyy (51°24'N, 128°08'E) known to be operating in Jan 1939 (4).

4. Field. A/F and Seaplane Sta, SE Siberia, states field size rptd 2620 ft.

5. Listed in JANIS 73, Chap XII, Feb 1945 (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 54N-121E, Jul 1948 (T-13); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-13).

References:

1. J.G.S., 1:500,000, S Series, Map No. 4, 1943. Airfield not shown on map. (B-3)

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

3. Special Report (K), 1945 (B-3).

4. Soviet Union Yearbook, 1943-1944, Tokyo, 1944, page 325 (F-6).

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KERBI
(Posëlok imeni Poliny Osipenko)

52°25'N, 136°29'E

T-14

Unconfirmed

Location: Exact location unknown; near town of Kerbi which is on west bank of Reka (river) Amgun'; 23 mi NNW of north end of Ozero (lake) Chukchagirskoye; 130 mi NNW of Komsomol'sk (3,4).

Altitude: Approx 131 ft (1)

Field: No information

Runway: No information

Facilities: Radio, meteorological and wireless stations located in area (1,2).

Remarks:

1. One source lists Kerbi as seaplane base (2). Field rptd here in 1941 (3). No detailed information.

2. Surrounding topography. Accuracy of topographic details on best available map (1) questionable. Area in and around Kerbi is swampland covered with trees and shrubs. According to map (1), area usable for airfield only when ground is frozen.

3. Civil airway between Kerbi and Nikolayevsk (53°08'N, 140°43'E) known to be operating Jan 1939 (4).

4. Listed in JANIS 73, Chap XII, Feb 1945 (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Posëlok imeni Poliny Osipenko (T-14); on Airfield Map 54N-150E, Aug 1948, as Posëlok imeni Poliny Osipenko (T-14); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Posëlok imeni Poliny Osipenko (T-14).

References:

1. J.G.S., 1:500,000, T Series, Map No. 4, 1942; survey date 1925. Airfield not shown on map. (C-3).

2. J.G.S., Japanese Aeronautical Charts, 1:3,000,000, Map No. 19, Jun 1943. Airfield not shown on map. (C-3)

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

4. Soviet Union Yearbook, 1943-1944, Tokyo, 1944, p. 325 (F-6).

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DUKI

51°38'N, 135°55'E

T-9

Unconfirmed

Location: On island in Reka (river) Amgur' approx 7.5 mi NE of village of Duki (3), which is located approx 90 mi NNW of Komsomol'sk and 26 mi SW of Ozero (lake) Chukchagirskoye (1,2).

Altitude: Approx 330 ft (1)

Field: Oblong, approx 4920 x 330 ft, long axis oriented NE/SW (3).

Runway: Natural dirt surface (3)

Facilities:

1. No facilities on island, but a few tents NW of field across river rptd utilized for office and billets, Feb 1947 (3).

2. Warehouses rptd NW of field across river; used 1946-1947 for storing fuel drums and clothing. Bakery shop near-by (3).

3. Dirt road NW of field across river connects with main road to Duki (3).

Remarks:

1. Another informant, who had been assigned to PW camp at Kondon (51°15'N, 136°36'E), rpts Russian soldiers told him an airfield existed in area at "Doki" (4).

2. Surrounding topography. Long, narrow island with clumps of bush on perimeter (3). Open approach along valley from NE and SW, low mountains in other directions (1).

3. Field. Cannot be extended (3).

4. Runway. Compacted snow strip, about 1640 x 165 ft, utilized during winter of 1947. Frozen river surface also used for winter operations (3).

5. Aircraft. More than 12 PO-2 type single-engine 2-seat biplanes observed on field Sep 1946; only 5-8 present Oct 1946 and none Feb 1947. Some of planes equipped with skiis in winter (3).

6. Biplanes used mainly to transport food to outlying RR surveying parties (3).

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

References:

1. J.G.S., 1:500,000, T Series, Map Nos. 4 and 5, 1942. Airfield not shown on maps. (B-3)

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2. A.M.S. 5301, 1:1,000,000, Map No. NM53. Airfield not shown on map. (F-3)

Interrogations

3. Special No. 241 (re-interrogation of Eighth Army No. 1893-1), Sep 1946-Feb 1947. Informant was on field once to clear off snow, and also observed field several times from across river. (B-3).

4. Eighth Army No. 1172-24, Jul 1947. Hearsay information. (D-6)

MARIINSKOYE
(Marinsko Uspenskoye)

51°42'N, 140°12'E

T-10

Confirmed

Location: Approx 2 mi ESE of town of Mriinskoye which is on east bank of Reka (river) Amur; 2 mi north of Ozero (lake) Kizi; approx 1.2 mi north of Mariinskoye - De-Kastri RR (1,2,4,5,8,10,15,16,18).

Altitude: Approx 30 ft (1)

Field: Large grassy field oriented NE/SW, surrounded by forest. Rptd 0.5 mi wide (4).

Runway: Concrete, NE/SW, (3,4,8,10,11,15) possibly 3280 x 100 ft (3,4).

Facilities:

1. 1-2 hangars, steel frame and wood walls (5,9, 16,17,18) north side of field (5,9).

2. Possibly 15-20 rvts scattered around field, covered with dirt and grass (9,17).

3. 3 one-story wooden bldgs, possibly repair shops (12), rptd on both east (9) and north (5) sides of field. Another informant rpts 2 wooden bldgs, one believed to be repair shop and other a warehouse (7); dismantled aircraft rptd near-by (10).

4. 2-3 wooden barracks (4,7,10) and two hangar-like bldgs observed in SW or SE corner (4); also rptd in NW corner (10). Possibly same bldgs described as repair shops in sources (5, 9,12).

Remarks:

1. Surrounding topography. Slightly elevated, grassy terrain; area surrounding field level and open except for 200-ft hill immediately to NW and 100-ft hill to NE (1,4).

2. Weather. Rainfall light; snow Nov-May; morning fog during Aug (4).

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3. Field. Enclosed by barbed-wire fence (5,10).

4. Runway. One informant rpts length 4920 x 160 ft (15).

5. Aircraft. 5-10 single-engine fighters observed on field (9,13) rptd resembling LA-5 (M-82) (9); 12 bombers (5) resembling SB-2 type (9) or SB-3 type (4); 15 attack bombers resembling SU-2 type (4); 5 4-engine bombers PE-8 type (4).

6. Facilities. Searchlights observed coming from direction of field (4).

7. Gravel road connects field with town (5). Other informants describe it as dirt (4) and as footpath 4 ft wide (8).

8. Listed in JANIS 73, Chap XII, Feb 1945 (LG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-13); on Airfield Map 54N-150E, Aug 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. J.G.S., 1:100,000, 45-VW Series, Map No. 23, 1940. Area surveyed in 1926; accuracy of contour lines questionable (B-4).

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

Interrogations

3. Eighth Army No. 860-44, Nov 1945 (D-6).
4. Maizuru No. 177, Aug 1947. Informant passed near airfield 3 times. Details of sketch check with topography as shown on J.G.S. maps. Report appears above average in reliability. (C-3)
5. Maizuru, no number assigned, dated 14 Aug 1947. Date of information, Nov 1945-May 1947. (C-3)
6. ATIS No. 12305, Vol 52, p 29, Jun 1947 (C-6).
7. ATIS No. 12402, Vol 54, p 47, Mar 1947 (C-6).
8. ATIS No. 12318, Dec 1945 (C-6).
9. ATIS No. 14620, Jun 1947 (C-6).
10. ATIS No. 9864. Informant observed field while passing by on foot. (C-3)
11. Eighth Army No. 1554-49, May 1947. Informant observed field once while passing near-by. (D-3)
12. Eighth Army No. 1208-1, Jun 1947 (D-3).
13. Eighth Army No. 744-14, Nov 1945. Informant observed field once while passing near-by. (D-3)
14. Eighth Army No. 1398-36, Jul 1947. Field observed from boat on near-by river. (D-3)
15. Eighth Army No. 859-10, Jun 1947. Field observed twice from distance of 160 ft. (D-3)
16. Eighth Army No. 846-44, Nov 1945 (D-6).
17. Eighth Army No. 1116-11, Aug 1946 (D-6).
18. Eighth Army No. 1025-47, Nov 1945 (D-6).

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MARIINSKOYE SEAPLANE BASE

51°42'N, 140°12'E

T-16

Confirmed

Location: Exact location unknown; probably just south of town of Mariinskoye on south side of inlet emptying into Reka (river) Amur (3).

Altitude: Approx 30 ft (1)

Alighting area: Reka Amur (3)

Facilities: 3 hangars dug into side of knoll with concrete ramps extending out from each hangar into inlet (3).

Remarks:

1. Surrounding topography. J.G.S., shows no knoll at this site but locates hill approx 200 ft high immediately west of town on east bank of Reka Mariinskaya, NW of inlet. However, since area shown on J.G.S. was surveyed in 1926, location of town, rivers and inlet in relation to terrain may have been incorrectly recorded.

2. Aircraft. One twin-engine, single-rudder, monoplane, with twin central floats but no lateral stabilizing floats, observed alighting on river near hangars (3).

3. Listed in JANIS 74, Chap XII, Feb 1945 (S); in Air Facilities in USSR East of 100°E, Apr 1948 (T-16); on Airfield Map 54N-150E, Aug 1948 (T-16); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1945 (T-16).

References:

1. J.G.S., 1:100,000, 45-VW Series, Map No. 23, 1940. Area surveyed in 1926. Seaplane base not shown on map. (C-3)

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

3. Special Interrogation No. 200, Jun 1947 (re-interrogation of Eighth Army Interrogation 1398-43, Jul 1947). Base observed from barge for one hour while tugboat pulling barge was refueling (B-3).

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SOFIYSKOYE

51°33'N, 139°53'E

T-14

Confirmed

Location: Approx 3 mi SE of town of Sofiyskoye which is on south bank of Reka (river) Amur, 20 mi SE of Mariinskoye; 46 mi west of Mys (cape) Kastri on Gulf of Tartary (1).

Altitude: Approx 70 ft (1)

Field: 4920 x 3940 ft (1)

Runways: No information

Facilities: Hangars and barracks (1)

Remarks:

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

2. Surrounding topography. South bank of Reka Gornaya; ground slopes upward towards south. Mt 2230 ft high approx 4 mi to SW; Mt. Belaya, 3380 ft high, 4 mi to SSE; open level ground to NW, north, NE and east (1).

3. Aircraft. Short-range and medium bombers from 79th Air Rgt stationed here in 1944 (2).

4. Listed in JANIS 73, Chap XII, Feb 1945 (LG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-9); on Airfield Map 54N-150 E, Aug 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. J.G.S., 1:100,000, 45-TU Series, Map No. 3, 1941. Area surveyed in 1919. Additions and modifications made in 1923. Accuracy of detailed topographic information questionable. (C-3)

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

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By SJ NARA Date 12-19-11

SOFIYSKOYE SEAPLANE BASE

51°33'N, 139°53'E

T-16

Confirmed

Location: Just west of town of Sofiyskoye (3,4) which is on south bank of Reka (river) Amur 20 mi SW of Mariinskoye; 46 mi west of Mys (cape) Kastri on Gulf of Tartary (1,2).

Altitude: Approx 65 ft (1)

Alighting area: Reka Amur

Facilities:

1. 2 double-type hangars with gable roofs rptd Nov 1945 (4).

2. 3-4 rvts dug into side of hill behind base to south (4).

Remarks:

1. Surrounding topography. Tree-covered mts rise abruptly almost from edge of south river bank reaching peak of 2246 ft 3.5 mi south and 3394 ft approx 8 mi SE. Open approach in remaining quadrants (1,4).

2. Aircraft. Used by small seaplanes in 1936 (3). More than 10 seaplanes rptd at anchor on river and also parked on narrow sand beach in front of hangars and rvts, Nov 1945; some planes of folding-wing type (4).

3. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-16); on Airfield Map 54N-150E, Aug 1948 (T-16); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-16).

References:

1. J.G.S., 1:100,000, 45-TU Series, Map No. 3, 1941 (C-3).

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

3. ATIS Doc No. 21002, Map No. 11, 1936 (C-3).

4. Special Interrogation No. 243, Nov 1945. Seaplane base observed 3 times from passing boat. (B-3)

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By SJ NARA Date 12-19-11

DE-KASTRI SEAPLANE BASE NO. 1
(Zaliv De-Kastri, Somonskaya Bay, De-Kastri)

51°27'N, 140°46'E

T-16

Confirmed

Location: At west end of Zaliv (bay) De-Kastri in inner Somon Bay; 32 mi SE of Mariinskoye (1,2).

Altitude: Sea level (1)

Alighting area: No information (See Remarks)

Facilities: No information (See Remarks)

Remarks:
1. JANIS 73, Chap XII, Feb 1945 (date of information Nov 1943) rpts following data: Alighting area roughly circular, 5 mi NE/SW and 3 mi NW/SE; facilities include fuel, radio, 2 large hangars for 50-60 aircraft, major repairs, stores, equipment, barracks for crews; aircraft capacity 18-24 flying boats; installation includes naval air group of one squadron of fighters and one squadron of reconnaissance aircraft.
2. Listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Zaliv De-Kastri (T-15); on Airfield Map 54N-150E, Aug 1948, as De-Kastri (T-16); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as De-Kastri (T-16).

References:
1. J.G.S., 1:100.000, 45-VW Series, Map No. 23, 1940 (B-2).
2. ATIS Doc No. 28177, Jun 1944 (C-2).

DE-KASTRI SEAPLANE BASE NO. 2
(Zaliv De-Kastri, Tigil' Bay, De-Kastri South)

51°27'N, 140°46'E

T-16

Unconfirmed

Location: At SW end of Zaliv (bay) De-Kastri in inner Bay of Tigil'; 3 mi south of town of De-Kastri, which is on NW shore of Zaliv De-Kastri; 35 mi SE of Mariinskoye (2).

Altitude: Sea level (1)

Alighting area: No information (See Remarks)

Facilities: No information (See Remarks)

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Remarks:

1. JANIS 73, Chap XII, Feb 1945 (date of information Nov 1943) rpts following date: alighting area 5 x 3 mi; facilities include 2 large hangars, small work shops, barracks, Hq Frontier Guard; operational capacity 12-18 flying boats.

2. Listed in Summary of Air Facilities in USSR East of 100°E as Zaliv De-Kastri (T-16); on Airfield Map 54N-150E, Aug 1948, as De-Kastri South (T-16); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as De-Kastri South (T-16).

References:

1. J.G.S., 1:100,000, 45-VW Series, Map No. 23, 1940. Seaplane base not shown on map. (B-2)

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

DE-KASTRI
(Zaliv De-Kastri, De-Kastri South)

51°27'N, 140°46'E

T-14

Confirmed

Location: Approx 6 mi south of town of De-Kastri which is on NW shore of Zaliv (bay) De-Kastri; 30 mi SE of Mariinskoye; approx 2.5 mi south of Tigil' Bay (1,2).

Altitude: Approx 200 ft (1,2)

Field: No information (See Remark No. 3)

Runway: No information

Facilities: No information (See Remark No. 3)

Remarks:

1. Surrounding topography. Field situated near intermittent stream (Tigil'); ground slopes gently upward to SE; area surrounded by wooded hills 200-500 ft high. Gora (mt) Arbakh 1600 ft high approx 2.5 mi NW of field (1,2).

2. Field. A/F and Seaplane Sta, SE Siberia, states field rptd "between 4260-3280" ft.

3. Facilities. JANIS 73, Chap XII, Feb 1945 (date of information Nov 1943) rpts following data: Facilities include radio and beacon; operational capacity, possibly 18-24 fighters.

4. Listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Zaliv De-Kastri (T-14); on Airfield Map 54N-150E, Aug 1948, as De-Kastri South (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as De-Kastri South (T-12).

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References:
1. J.G.S., 1:25,000, 45-VW Series, Map No. 23B, Sep 1941 (B-2).
2. J.G.S., 1:100,000, 45-VW Series, Map No. 23, 1940 (B-2).

TSIMMERMANOVKA SEAPLANE BASE
(Sukhanovka)

51°20'N, 139°14'E

T-16

Unconfirmed

Location: On south bank of Reka (river) Amur; near village of Sukhanovka; 5 mi WNW of town of Tsimmermanovka which is on Reka Amur, 51 mi SW of Mariinskoye (1).

Altitude: Approx 60 ft (1)

Alighting area: Reka Amur (1)

Facilities: No information

Remarks: Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-16); not shown on airfield Map 54N-150E, Aug 1948; not in A/F and Seaplane Sta; SE Siberia, Hq USAF and ONI, Dec 1948.

References:
1. J.G.S., 1:100,000, 45-TU Series, Map No. 3, 1940 (B-2).

NIZHNE TAMBOVSKOYE
(Novo Tambovskoye)

50°57'N, 138°10'E

T-14

Unconfirmed

Location: Exact location unknown; near town of Nizhne Tambovskoye; 1 mi from RR (possibly Komsomol'sk-Nikolayevsk RR) (2).

Altitude: Approx 80 ft (1)

Field: No information (See Remark No. 1)

Runways: (See Remark No. 2)

Facilities: 6 hangars rptd (2)

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Remarks:

1. Field. Summary of Air Facilities in USSR East of 100°E, and A/F and Seaplane Sta, SE Siberia, list field size as 2000 x 800 ft.

2. Runway. Concrete runway, 3280 x 200 ft, rptd (2); information unconfirmed and believed doubtful.

3. Aircraft. 40 fighters rptd at field (2).

4. Listed in JANIS 73, Chap XII, Feb 1945 (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-13); on Airfield Map 54N-150E, Aug 1948 (T-14); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-13).

References:

1. J.G.S., 1:100,000, 5U Series, Map No. 18, 1944. Airfield not shown on map. (C-3)

2. Eighth Army Interrogation, group and paragraph no. unknown, Jun 1946. Reliability of report could not be checked. (D-6)

NIZHNE TAMBOVSKOYE SEAPLANE BASE

50°57'N, 138°10'E

T-16

Unconfirmed

Location: Near town of Nizhne Tambovskoye which is on south bank of Reka (river) Amur, 58 mi NNE of Komsomol'sk (2,3).

Altitude: Approx 80 ft (1)

Alighting area: Reka Amur (2,3)

Facilities: No information

Remarks: Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-16); on Airfield Map 42N-150E, Aug 1948 (T-16); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-16).

References:

1. J.G.S., 1:100,000, 5U Series, Map No. 18, 1944. Seaplane base not shown on map. (C-3)

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

3. J.G.S., 1:4,000,000, Japanese Air Defense Tactical Map, Kamchatka, date unknown (B-3).

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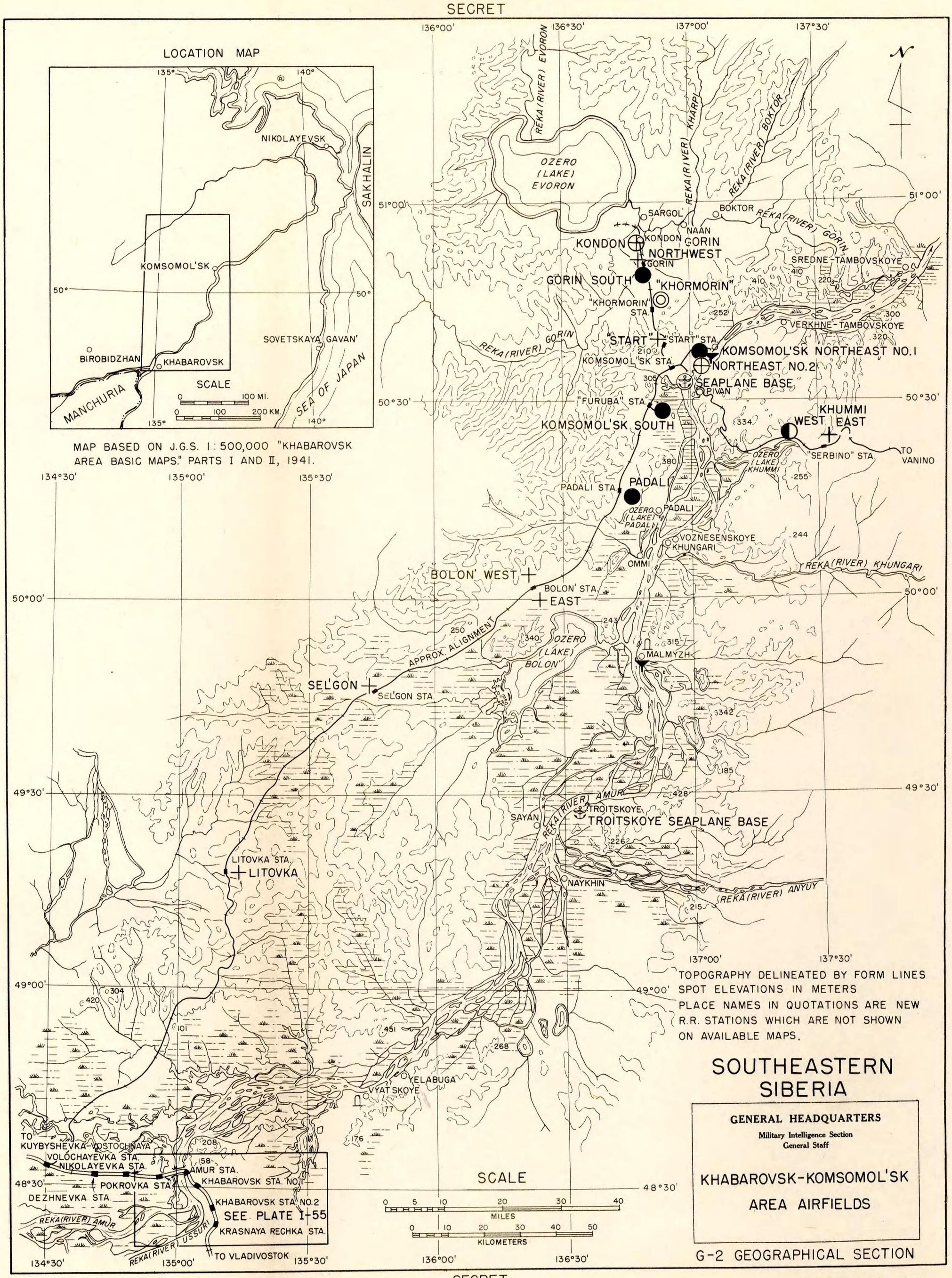
LOCATION MAP

MAP BASED ON J.G.S. 1:500,000 "KHABAROVSK AREA BASIC MAPS." PARTS I AND II, 1941.



TOPOGRAPHY DELINEATED BY FORM LINES
SPOT ELEVATIONS IN METERS
PLACE NAMES IN QUOTATIONS ARE NEW R.R. STATIONS WHICH ARE NOT SHOWN ON AVAILABLE MAPS.

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

KHABAROVSK-KOMSOMOL'SK AREA AIRFIELDS

G-2 GEOGRAPHICAL SECTION

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By SJ NARA Date 12-19-11

SECRET

KONDON

Approx 50°57'N, 136°48'E

(Plate I-40)

T-13

Confirmed

Location: Approx 1 mi west or SW of village of Kondon (5,6, 7,8,9,10) which is approx 25 mi NNW of Komsomol'sk; 6 mi north of Gorin; 6 mi SE of Ozero (lake) Evoron on Komsomol'sk-Duki RR (1).

Altitude: Estimated 150 ft (1)

Field: Approx 1300-1600 x 980 ft (2,10). Originally compacted earth (10), now partially overgrown with grass (3,8,10).

Runways: None (3,5,10)

Facilities: 7-10 dirt rvts (2,4,8)

Remarks:

1. Surrounding topography. Flat wooded plain. Area rptd swampy (7). Surrounding trees appeared to cause obstruction in landings and take-offs (2).

2. Field. Appeared inactive (9,10).

3. Aircraft. Biplanes and trainers landed at field 2-3 times a month (4). Twin-engine plane occasionally landed at field (1).

4. Facilities. Former air corps barracks used as PW camp (9,10).

5. Dirt road 13 ft wide bordering east edge of field leading to Kondon and Gorin (2)

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

References:

1. J.G.S., 1:500,000, Sakhalin Area Map, Part II, published by Land Survey Bureau, Jul 1941. Detailed terrain information considered unreliable by Japanese Intelligence. Location of towns, lakes and rivers fairly accurate. Airfield not shown on map. (C-3)

Interrogations

2. Maizuru Report (no number assigned). Date of interrogation 8 Sep 1947, date of information Sep-Nov 1946. (C-3)

3. Eighth Army, Group No. 1277, par 42, Jun 1948 (D-3).

4. Eighth Army, Group No. 689, par 64, Jun 1946-Mar 1947 (D-3).

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5. ATIS No. 12314, Oct 1945-Feb 1946 (C-3).
6. ATIS No. 13442, Oct 1947 (C-3).
7. ATIS No. 12334, Oct 1945 (C-3).
8. ATIS No. 14350, Mar 1947 (C-3).
9. ATIS No. 20678, May 1948 (C-3).
10. ATIS No. 21032, Jun 1947 (C-3).

GORIN NORTHWEST
(Sargol', Sargol' South, Sargol' Southeast)

50°50'N, 136°50'E

(Plate I-40)

T-14

Confirmed

Location: 2-4 mi NW of Gorin RR station which is on Komsomol'sk-Duki RR on south bank of Reka (river) Gorin; 25 mi NNW of Komsomol'sk; 4.3 mi south of Kondon; 8.5 mi south of Sargol'; approx 11 mi SW of Ozero (lake) Evoron (4,6,11).

Altitude: Estimated 150 ft (1)

Field: No information (See Remark No. 2)

Runways: Dirt, E/W (9,11)

Facilities:
1. 3-8 dirt rvts (3,7,11)
2. 15 wooden hangars 160 ft sq rptd (11) · doubtful

Remarks:
1. Surrounding topography. Field rptd on elevated ground surrounded by dense growth of trees (7). Also rptd on grassy plain (3).
2. Field. Summary of Air Facilities in USSR East of 100°E, and A/F and Seaplane Sta, SE Siberia, list field size as 4920 x 1246 ft. Appeared to be ELG (6) or temporary airfield (8).
3. Runway. 4 informants rptd concrete runway (3, 4,8,11). Another rpts 2 concrete runways, 4920 ft, E/W (4). All observed field from distance. No concrete runway at Gorin NW field according to Japanese Intelligence sources in 1943 (date of last report on area); believed doubtful that Russians constructed runway 1944-1945, since they were concentrating on imporving their fields in first line of defense along Trans-Siberian RR 1943-1945 (2). Since no activity or construction work observed at field 1946-1948, existence of paved runway considered doubtful.

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4. Aircraft. No airplanes observed parked on field or using field (5,8,9,11). One wrecked plane resembling 4-engine JU-290 observed on field Jul 1946 (11); also rptd there Sep 1947 (6).

5. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Sargol' South (T-9); on Airfield Map 54N-150E Aug 1948 as Sargol' SE (T-9); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Sargol' South (T-9).

References:

1. J.G.S., 1:500,000, Sakhalin Area Map, Part II, published by Land Survey Bureau, Jul 1941. Airfield not shown on map. (C-3)

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

Interrogations

3. Maizuru No. 10, Apr 1946-Oct 1947. Informant passed near field many times in truck. Information in this rpt does not agree with that in subject's later Phase III interrogation report (ATIS No. 14742, 1945-Oct 1947).

4. Eighth Army, Group No. 1722, par 19, Sep 1948 (D-4).

5. Eighth Army, Group No. 119, par 20, Sep 1946 (D-4).

6. Eighth Army, Group No. 1670, par 44, Sep 1947 (D-3).

7. Eighth Army, Group No. 1202, par 17, Aug 1947 (D-4).

8. Eighth Army, Group No. 1537, par 16, Aug 1947 (D-3).

9. ATIS No. 9841, Vol 49, p 52, Jul 1947 (C-3).

10. ATIS No. 10588, Sep 1947 (C-3).

11. ATIS No. 12246, Jul 1946 (C-3).

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GORIN SOUTH
(Sargol', Sargol' South, Sargol' Southeast)

50°50'N, 136°50'E

(Plate I-40)

T-10

Confirmed

Location: 1-2 mi south or SW of Gorin RR station which is on Komsomol'sk-Duki RR, on south bank of Reka (river) Gorin; 25 mi NNW of Komsomol'sk; 4.3 mi south of Kondon; 8.5 mi south of Sargol', approx 11 mi SW of Ozero (lake) Evoron. (5,7,8,10,11,13, 14,15,17,18,20,21).

Altitude: Estimated 164 ft (1)

Runway: 3280 x 160-330 ft (24,27,34,36) E/W (13,14,18,25), concrete (4,12,14,18,20,25,29,30,31,32,33,34). Also rptd as concrete blocks (21,24) hexagonal, 6 ft in diameter (21).

Concrete taxiway, 1640 x 65 ft (23) at right angles to runway, connecting with east end (21,23,30,34). Another taxiway north of and parallel to runway connecting with north end of N/S taxiway (23).

Facilities:

1. 2-4 small hangars (17,20,29,30,32,34) probably north of runway. Rptd in poor condition (30). Covered with dirt (23,32)

2. 2-4 dirt rvts (6,12,14,31). Possibly same as hangars rptd above.

3. 4-6 fuel tanks (4,6,9,13,19,23,34,35), semi-underground, 12-16 ft in diameter (23,33) and 6 ft above ground (23), located near hangars.

4. Barracks rptd (2,8,21,23).

Remarks:

1. Surrounding topography. Flat wooded plain (19); low wooded hills rptd to west and south (3,17); forest borders field to NW, west, south and east; open swampy area to NE (2,3,7).

2. Field. One informant rpts field under construction Feb 1947 (12). Another source rpts bldgs being constructed near field May 1946 (5). Field unguarded (13).

3. Runway. Rptd as 1000-2000 x 50-130 ft, concrete (5,6,18,19). Other informants estimated runway at 6500 x 330 ft (12,13) and 5280 x 330 ft (23).

4. Aircraft. Little or no activity observed at field (12,21,23,29,30,31,33,34). One small aircraft rptd landing at field twice daily (8) once daily (3) once a week (26), twice a month (21) once a month (13). One twin-engine transport observed on field Apr 1947 (15). 3 trainers

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on field Jan 1946 (27), 2 reconnaissance planes Jul 1947 (28), 1 trainer Aug 1948 (25). Aircraft used skis during winter (7).

5. Telephone poles along road connecting field with town (6,7). Roadbed constructed of logs laid with dirt (3).

6. Gorin RR station built by PW's 1947. Population of Gorin estimated at 1000 Mar 1947 (3).

7. Listed in JANIS 73, Chap XII, Feb 1945, as Sargol' (A/D); in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Sargol' SE (T-10); on Airfield Map 54N-150E, Aug 1948, as Sargol' South (T-10); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Sargol' SE (T-10).

References:

1. J.G.S., 1:500,000, Sakhalin Area Map, Part II, published by Land Survey Bureau, Jul 1941. Airfield not shown on map. (C-3)

Interrogations

2. Maizuru No. 10, Apr 1946 - Oct 1947. Conflicts with informant's Phase III interrogation (ATIS No. 14742, Dec 1945-Oct 1947). (D-3)
3. ATIS No. 14488, Mar 1947 (C-3).
4. ATIS No. 14364, Dec 1945-Feb 1947 (C-3).
5. ATIS No. 14255, May 1946 (C-3).
6. ATIS No. 12311, Oct 1947 (C-3).
7. ATIS No. 15768, Dec 1946 (C-3).
8. Eighth Army No. 1281-42, Aug 1946 (D-3).
9. Eighth Army No. 367-55, no date (D-3).
10. Eighth Army No. 691-23, Oct 1946 (D-3).
11. Eighth Army No. 689-23, Oct 1945 (D-3).
12. Eighth Army No. 1396-3, Feb 1947 (D-3).
13. Eighth Army No. 1377-19, Feb 1946-Aug 1947 (D-3).
14. Eighth Army No. 1589-13, Oct 1945-Jul 1948 (D-3).
15. Eighth Army No. 1257-50, Apr 1947 (D-3).
16. Eighth Army No. 273-37, no date (D-3).
17. Eighth Army No. 694-29, Oct 1946 (D-3).
18. Eighth Army No. 1413-12, Mar 1948 (D-3).
19. Eighth Army No. 1210-29, Jun 1947 (D-3).
20. Eighth Army No. 1249-9, Apr 1947 (D-3).
21. Eighth Army No. 1244-32, Jul 1947 (D-3).
22. FEAF IR 29-48, 1947 (F-3).
23. ATIS No. 12440, Jun 1947 (C-3).
24. Eighth Army No. 1894-33, Sep 1947 (D-3).
25. Eighth Army No. 1894-39, Aug 1948 (D-3).
26. Eighth Army No. 1894-40, May 1947 (D-3).
27. Eighth Army No. 1894-47, Jan 1947 (D-3).
28. Eighth Army No. 1894-45, Jul 1947 (D-3).
29. Eighth Army No. 1812-33, Mar 1946 (D-3).
30. Eighth Army No. 1812-40, Feb 1946-Feb 1947 (D-3).
31. Eighth Army No. 1130-30, Feb 1947 (D-3).
32. Eighth Army No. 1687-29, Jun 1947 (D-3).
33. Eighth Army No. 1210-29, Jun 1947 (D-3).
34. Eighth Army No. 1686-17, Sep-Oct 1946 (D-3).
35. Eighth Army No. 691-18, Oct 1946 (D-3).
36. Eighth Army No. 367-55, no date (D-3).

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"KHORMORIN"
("Khormuli")

Approx 50°45'N, 136°56'E

(Plate I-40)

T-9

Confirmed

Location: 4-6 mi north or NE of "Khormorin" RR station which is on Komsomol'sk-Duki RR, approx midway between Komsomol'sk and Gorin (3,4,5,6,8,9).

Altitude: Estimated 130 ft (1,2)

Field: 3000-5000 x 1650 ft (3,5)

Runway: None (3,5)

Facilities: None (3,5)

Remarks:

1. "Khormorin" ("Khormuli") not located on maps. Probably newly constructed RR station built in conjunction with Komsomol'sk-Duki RR.

2. Surrounding topography. Flat, wooded area surrounded by low hills (5,8). Near large farm area (5,7).

3. Field. Believed to be recently built USSR army airfield (7). Trees being felled at one end of field May 1948, to clear ground for extension of airfield or farm area (5).

4. Aircraft. Single-engine biplanes parked on field May 1948 (5). Training planes observed landing at field 3-4 times Apr-May 1946 (3).

5. Facilities. Wireless station just north of field. 10 steel antennae rptd (5,6).

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

References:

1. J.G.S., 1:500,000, Sakhalin Area Map, Part II, published by Land Survey Bureau, Jul 1941. Airfield not shown on map. (C-3)

2. J.G.S., 1:100,000, 5T Series Map No. 8, 1944. Shows 12-mi section of newly constructed RR running northward from Komsomol'sk. No place names given. Considered very reliable by Japanese Intelligence (3). Airfield not shown on map. (B-2)

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Interrogations

3. ATIS No. 21031, Apr-Mar 1946 (C-3).

4. ATIS No. 20588, Sep 1947 (C-3).

5. ATIS No. 21018, May 1948 (C-3).

6. ATIS No. 20885, Dec 1945-Jun 1948 (C-3).

7. ATIS No. 11936, Apr 1947 (C-3).

8. ATIS No. 9507, Jun 1947 (C-3).

9. Maizuru No. 114, Oct 1947 (C-3).

"START"
("Kharigasso", "Khairkaso", Komsomol'sk Northwest, Komsomol'sk West, Komsomol'sk)

50°42'N, 136°51'E

(Plates I-40 and I-41)

T-12

Confirmed

Location: Probably 0.5 mi NNE of "Start" RR station and just west of "Kharigasso" RR station, both on Komsomol'sk-Duki RR; approx 10 mi north of main Khabarovsk RR station (3,4).

Altitude: 130 ft (1)

Field: 3940 x 980 ft N/S (2)

Runway: Possible runway, dirt (11) or asphalt (4).

Facilities:

1. 5-10 small wooden hangars in SW corner (4) or scattered around field (7).

2. 5-7 wooden barracks (11), 20 x 60 ft, in NW corner (4).

3. Rotating beacon on hill west of field (4).

4. AA guns west of field (4,7).

5. Mobile searchlights located near-by (4,5).

Remarks:

1. Weather. Little rain or fog; snow averages 5 in (4).

2. Field. Enclosed with barbed-wire fence (4); bounded by forest (5). Operated by navy (4). Russians rptd making improvements at airfield (4); U.S.-made, heavy trucks observed in area (4).
Another field rptd under construction approx 5 mi distant (exact direction unknown). 100-200 trucks observed passing in and out of

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area daily (4).
Another informant rpts hearing of newly constructed grass field north of "Dofu", equipped with dirt runway and rvts (10). "Dofu" RR station not located on any map. Unnamed RR station, believed to be "Dofu", at approx 50° 45'N, 136°50'E.

3. Aircraft. 15 I-15, 3 PE-2 and 3 PO-2 type aircraft observed parked on field (4).

4. Facilities. 3 wireless installations located between "Start" and Komsomol'sk; first station probably 2 mi SE of "Start", east of Komsomol'sk-Duki RR, west of road connecting "Start" with Komsomol'sk (4,5). Area possibly 1300 ft sq (6). 2-3 tall antennae rptd (5,6,9,11). One person also rpts many small antennae supported with guide wires surrounding two tall antennae (5). 1-5 bldgs rptd in area (5,9). 3 mobile radar units, searchlights and AA guns in area (4,5). Radar units described as round, revolving metal discs installed on top of covered vans pulled by weapons carriers (5). Information too conflicting to give detailed data on other 2 installations located farther south.

5. Large-scale night maneuvers rptd (4).

6. Good gravel road to field (8).

7. Sharp curve in RR just SW of "Start" rptd being straightened; new alignment rptd as only slightly shortening route.

8. Listed in JANIS 73, Chap XII, Feb 1945, as Komsomol'sk (3) (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Komsomol'sk West (T-14); not listed on Airfield Map 54N-150E, Aug 1948; listed in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Komsomol'sk West (T-12).

References:

1. J.G.S., 1:100,000, 5T Series, Map No. 8, 1944. Airfield not shown on map. (B-2)
2. ATIS Doc No. 32740, 1945 (C-3).
3. Special Report (K), 1943. Based on memory of aerial photograph. (B-3)

Interrogations

4. Maizuru No. 234, Dec 1946 - Sep 1947. Observations made from PW camp No. 210, located south of field, north of RR. (C-3)
5. Maizuru No. 114, Oct 1947 (C-3).
6. Maizuru No. 184, Jan 1946 - Jul 1947 (C-3).
7. Eighth Army No. 1183-28, Oct 1946 - Aug 1947 (D-3).
8. Eighth Army No. 1099-10, Oct 1947 (D-3).
9. ATIS No. 22333, Oct 1947 (C-3).
10. ATIS No. 10337, May-Aug 1947 (hearsay) (C-3).
11. Special No. 202; re-interrogation of Eighth Army No. 1183-28 (Reference No. 7), Oct-Dec 1946. Informant crossed field 4 times. (B-3)

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SECRET

REFER TO LOCATION MAP PLATE I-40

"DOFU"

TO GORIN

60

40

980'

3,340'

BARRACKS

AA

HANGAR AREA

"KHARIGASSO" R.R. STATION
(APPROX. LOCATION)

50°42'

50°42'

P.W. CAMP NO. 210

"START" R.R. STATION

BAM R.R.

60

40

40

60

80

100

136°51'

TO KOMSOMOL'SK

TO KOMSOMOL'SK CITY VIA WIRELESS STATION AREA

N

NIKOLAYEVSK

"START"

KOMSOMOL'SK

BIROBIDZHAN

SOVETSKAYA GAVAN'

KHABAROVSK

SEA OF JAPAN

ORIENTATION MAP

MAP BASED ON J.G.S. 1 : 100,000, 5T SERIES, MAP NO. 8, 1944, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1/4 1/2 1
MILES

0 1 2
KILOMETERS

CONTOUR INTERVAL 20 METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

"START"
AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-41

SECRET

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By SJ NARA Date 12-19-11

KOMSOMOL'SK NORTHEAST NO. 1
(Komsomol'sk North)

50°33'N, 136°58'E

(Plates I-40, I-42 and I-43)

T-10

Confirmed

Location: Approx 5 mi NE of Komsomol'sk main RR station (1,2) which is located approx in center of town; 1.5 mi NW of Reka (river) Amur; newly constructed suburb, Dzemgi, borders field to south and east (2,3).

Altitude: Approx 100 ft (2)

Field: 4920 x 3280 ft (2,5). Enclosed with wood and barbed-wire fence (12,20,90,96).

Runway: 3940 x 165-330 ft, N/S, concrete. Paved taxiway encircles runway (2,4,9,24,47,56,59,70,73,99). Runway possibly constructed of concrete blocks (6,56). Gravel taxiway connects runway with aircraft assembly bldg No. 126 (14,106).

Facilities:

1. Possibly one gable-roofed hangar in SE or south section of field near control tower (11,14).

2. 11 large and 46 medium and small uncovered, dirt rvts (4,5). One informant rpts 2 fighters in each of 8 rvts observed along west side of field (18). Other informants rpt 30-100 rvts (11,12,49,102). Some camouflaged rvts rptd (56,68).

3. One stationary field marker light at north end of runway, exact location unknown (18). Lights along fence enclosing field rptd as flood lights but probably are guardpost lights (12). Truck headlights used to light field during night operations (18).

4. Control tower, weather station and radio receiving station in 3-story concrete bldg in SE section of field (8,9,10,11,12,14,20,71,81). Anemometer, single aerial, and wind sock on roof (7,14,90). Rotating flashing beacon nearby (81).

5. Mobile radar in area (6,14,62,74).

6. Central switchboard at signal corps office. Exact location unknown; probably 0.75 mi to SW or west of field. 20 telephone lines rptd connecting with Air Corps Hq, 2 blocks distant (18).

7. Semi-underground fuel storage dump in north section of Plant No. 126 area (10). Underground gasoline storage in SW corner of field near parking area (10,12,18,24,27).

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8. 4 AA guns and mobile searchlights rptd on low hills north of field (12,60,87). 4-7 AA guns west of Plant No. 130 (9,14,25). 15 88-mm (M-1939), 165 ft NW of PW camp No. 18-5 which is NW of field, south of RR spur. 200 men quartered near-by in conrete barracks (13,14). 6 AA guns with 4 searchlights in south section of field (48) probably between control tower and Plant No. 126 (10,11,14). 9 AA guns north of field, south of RR spur (13). AA guns in fenced-in, wooded area north, NE or east of field (16). AA guns also rptd SW of field (9) or west of field near barracks (68). Mobile AA guns in area (68).

9. Am dump located in Plant No. 126 area (10).

10. Semi-underground barracks across light RR line south or SW of Plant No. 130, housing 200 plant employees (19). Officers quartered in Dzemgi, enlisted men in one-story wooden barracks south of Plant No. 130, west of field (6,14,68).

Remarks:

1. Surrounding topography. Level, slightly swampy ground. Field proper has sandy soil, good drainage (10). Hills 900 ft high 4.3 mi to east across river, 600 ft high 3.1 mi to SE across river, approx 600 ft high 3.1 mi to NNW, approx 800 ft high 5 mi to NW, approx 600 ft high 7.5 mi to west. City to SW. Extension possible to north and NE (1,2,3).

2. Weather. Morning fog rptd Apr-Oct (9), and during winter months (14); low cumulus clouds spring and fall (14). Mild rainy season May-Sep (9). 1.5-2 ft of snow in winter (14); tractors used to clear snow from field (10).

3. Aircraft. Reports on aircraft observed on field highly conflicting and fragmentary. Following summary based on 46 interrogation reports of questionable accuracy and reliability.

Douglas-type transports made scheduled flights to field, daily (15), every 2 or 3 days (19).

10 transports rptd taking off daily and equal number arriving (7).

4 informants observed 4-engine aricraft on field. One rpts 4 4-engine heavy bombers, type undesignated, another rpts 5-6 TB-7 transports; exact dates of observation unrecorded (57,80). Third informant observed 2 aircraft resembling JU-290 A-8 except for slight difference in tail assembly (one rudder instead of two). First informant observed this type of plane flying over area May 1947, but not on field until Aug 1947. Planes described as fast bombers painted O.D. color (19). Fourth informant observed one 4-engine bomber resembling PE-8 parked on field Oct 1947 (18). American-made A-20 2-engine bomber most frequently observed (7,8,9,14,21,27,

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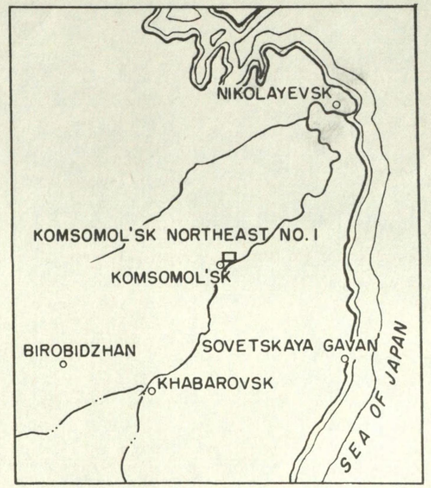
SECRET

TO OIL REFINERY
137°03'
TO BRICK YARD
TO KOMSOMOL'SK R.R. STATION
PARTIALLY UNDERGROUND OIL PIPE LINE
15 AA
? AA
COAL DUMP
RADAR UNIT BARRACK
P.W. CAMP NO. 18-5
RADAR UNIT OFFICERS CLUB
COAL DUMP
3,280'
UNLOADING PLATFORM
FOOD WAREHOUSES
THERMO-ELECTRIC PLANT
MATERIAL WAREHOUSES
65' CHIMNEY
PLY WOOD FACTORY
NO. 52
OFFICE
130
NO. 7 WING ASSEMBLY
CONCRETE TAXIWAY
3,940'X165'-330' CONCRETE
4,920'
WORKERS QUARTERS ?
TO BANK OF REKA AMUR
TO KOMSOMOL'SK R.R. STATION
? AA
U/C 1947
ASPHALT MIXING PLANT
MOTOR POOL
SEMI-UNDERGROUND BARRACKS
AIR CORPS BARRACKS
WIND TEE
AA
CONTROL TOWER
HANGAR
TO WAREHOUSES
GRAVEL TAXIWAY
PUMP HOUSE
GUARD TOWER
2-STORY AIR CORPS OFFICERS QUARTERS
PARKING AREA
AA
UNKNOWN AREA
PUMP HOUSE
FOOD WAREHOUSES
GARAGE
126
LOCOMOTIVE SHED
MESS HALL
MATERIAL WAREHOUSES
AUTO-REPAIR SHOP
MAIN ASSEMBLY PLANT
COAL DUMP
ASPHALT ROAD
BOILER ROOM
LOCOMOTIVE SHED
3-STORY BLDG.
FIRE STATION
THEATER
FOUNDRY
CHIMNEY
HOSPITAL
HOSPITAL
50°36'
50°36'
SCHOOL
3-STORY BLDG.
4-STORY APARTMENT HOUSE
DZEMGI
PARK
ASPHALT ROAD TO KOMSOMOL'SK
RACE TRACK
137°03'

SECRET



ORIENTATION MAP

MAP BASED ON J.G.S. 1:100,000, 5T SERIES, MAP NO. 4, 1943, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS. DATA VAGUE, SO MAP SHOULD BE CONSIDERED AS PROVISIONAL ONLY.

SCALE

0 1,000 2,000 3,000
FEET

0 500 1,000
METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

KOMSOMOL'SK
NORTHEAST NO. 1
AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-42

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68,73,80,84); 10-50 rptd, with one person rptg maximum of 100. Less frequently rptd types are 10-50 PE-2's or PE-3's (8,12,27,28,58), and 20-50 IL-4's. 2 informants rptd 15 TU-2's, and 2 rptd B-25's (7,8,11). One informant observed 25 DC-3 transports Oct 1947 equipped with machine-gun turret and 9 bombs fastened underneath fuselage (18). Other types observed are 10-20 SB-2's, DB-3's, SU-2's, (14,19,46,107). 15-30 C-47 type, probably PS-84's, most frequently rptd transports, (9,12,13,27,47,68,69,73,77,84); one informant rptd maximum of 150 Jan 1947; may have been American-made C-47's or Russian-made planes resembling C-47. Less frequently observed transports were 2-50 IL-12's (10,14,42). 2 men claimed to have seen both IL-12's and PS-84's on field at same time.

LA-5's YAK-type, LAGG-3's and MIG-3's most frequently observed fighters (2,7,9,11,12,13,14, 18,19,28,46,58,61,77,96). Number rptd averaged 50 with one informant reporting 200 (46). Since LAGG-3 is obsolete, informant may have mistaken YAK-type fighter for LAGG-3. No informant rptd both LA-5's and YAK-type planes on field at same time. A few informants rptd IL-2's, P-47's, P-51's, F-63's, P-39's and German Messershcmidts (23,42,47,69,73,80,84).

Several informants rptd a few PO-2 and YT-2 type trainers (7,8,11,14,107).

4. Aircraft Assembly Plant No. 126.

Located immediately SW of field. Plant area approx 1300 x 750 yds; enclosed on 3 sides by wooden fence surmounted with barbed-wire; closely guarded (8,10). Two wide-gauge, single-track RR spurs enter area from east (8,9,10,12,13,14, 18,21,24,26,105). Assembly bldg possibly rectangular or T-shaped located in south corner of area, 400 ft NW/SE by 500 ft NE/SW. NW/SE section constructed of galvanized iron or ferroconcrete with glass and sheet metal arched roof. Open along NE side for discharge of assembled aircraft. NE/SW section constructed of concrete with saw-tooth roof (7,12,13,14,15,94,107). 1-story brick bldg just south of assembly plant rptd as foundry. 3-story concrete administration bldg (7,13,14,107) just west of assembly plant near entrance to plant area (10,14). 1-story brick bldg housing boiler (or steam plant) (10,13,14) with 1-2 chimneys (6,15,19) to east or SE of assembly plant (10). Other bldgs in area rptd as kitchen-ware manufacturing plant (6,12,14); warehouses storing duralumin, lumber, plywood, angle irons, propellers, aircraft engines and clothing (6,7,10,14,21,93); round, 1-story brick bldg with pump pipes leading to partially buried tanks, 33 ft long, located short distance away (14); 1-story concrete bldg 130 x 50 ft, with 3 tanks, 24 x 5 ft, lying horizontal to and connecting with bldg, purpose unknown (14); machine shop, acetylene

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generator plant, frame construction plant, wooden parts plant, carpenter shop, parts assembly plant, underground fuel dump, am dump, garages, mess hall (13,14). Some bldgs rptd camouflaged with sod (54).

Main assembly plant rptd divided into 3 sections. First section assembles tails and fuselages; consists of 3 assembly lines each handling one aircraft part; rate of production unknown. Second section completes wiring of fuselage and installation of instrument panels and controls; consists of 3 assembly lines each handling one aircraft; rate of production unknown. Third section completes assembly of aircraft (wings, landing gear, motor); aircraft painted and preliminary test given.

Reports are fragmentary and highly conflicting on type and number of aircraft produced. In 1945 Japanese Intelligence rptd 50 IL-4, twin-engine bombers being produced per month, but this information considered unreliable by Japanese. Majority of informants report twin-engine, medium bombers being assembled (88,89, 97). A few report IL-12 transports being assembled (14,42). Both IL-12 and P-39 type aircraft observed being painted in area (14,42). Many informants rpt low production rate (3-5 aircraft per month) and practically all rpt kitchen utensils being manufactured from scrap material (8,10,13,14,20,32,34). A few informants rpt 30-60 aircraft per month (10,12,13,89). No informant appeared qualified to give production figures. Plant rptd working on 3 8-hr shifts (10,12,27,34), 2 8-hr shifts (33,93), one 8-hr shift (30,34). Aircraft parts observed being shipped into area (12).

5. Aircraft Parts Assembly Plant No. 130.

Located immediately west of field. Area approx 850 x 650 yds; enclosed with wooden fence on 3 sides (19,107), completely enclosed (11,105) and guarded. 2 wide-gauge, single-track RR spurs enter area from north (7,9,10,13,14,19,21,25,105). 1 light single-track RR enters from south (9,14, 105).

4 factory bldgs in area. Main bldg, designated as No. 7 by Russians, rptd assembling and painting aircraft wings and manufacturing kitchen utensils (6,10,14,19,30); also rptd producing windmill blades (6), and assembling fuselages (8,18). 1-story plywood factory, number unknown, located just north of No. 7. Bldg No. 52, just west of plywood factory, manufacturing electrical appliances, furniture, wooden crates, and builders' hardware. Fourth bldg possibly producing kitchen utensils (19). Also 2 brick bldgs under construction in 1947 and completed in Jun 1948 except for installing machinery (6, 14,19,29,76); 1 informant rpts 2 narrow-gauge RR tracks embedded in floor of one bldg; one bldg rumored to be future Plant No. 155 (108).

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Other bldgs in area are: food and construction material warehouses (9,19), office, thermo-electric plant rptd equipped with 6 pairs of boilers and 65-ft chimney (11,14,19); 2-3 other bldgs possibly under construction in plant area (53,82).

6. Another aircraft plant, number unknown, rptd SW of field lying between narrow-gauge light RR and asphalt road running SW to Komsomol'sk. Consists of 4 brick bldgs 150 x 65 ft. Partially completed in 1947. Possibly assembling aircraft wings in completed section of plant (12).

7. Plants rptd inspected once a month by Rear Admiral and Lt Col (34), and Brig Gen (10).

8. Wireless station just west or NW of Plant No. 130 (7,9,14). 2 steel antennae (14) placed 150 ft apart, strung with wires. Approx 30 soldiers stationed near-by (20). Second wireless station to SE of field, either on island or across river (20,43).

9. RR spur leading to oil refinery north of field (9,13), to oil storage dump on bank of Amur River east of field (9,10,12,13,21,26,105). Light RR skirts 126 and 130 area and connects with industrial section west of field (8,9,10,12,13, 21,56,72,105); rptd connecting with Komsomol'sk RR station (7,72). Branch of light RR runs along west side of Plant No. 130 area (9,105).

10. Newly constructed asphalt highway with 2 25-ft lanes and 10-ft parkway runs west from Plant No. 126 area (18,105). Only 2 blocks completed Oct 1947 (18). One informant claims construction was stopped Oct 1947 and there were no apparent plans to continue, (105). Other sources rptd asphalt road connecting field with Komsomol'sk RR station No. 1; detailed description not given (6,41,90).

11. Large oil dump on bank of Amur, east of field consists of 12-15 tanks (2,9,11,15,20,31), 50 ft in diameter and 30 ft high (11), camouflaged (15). Large oil refinery NNW of field lying between field and low hills to north. RR spur leads to area (9,12,13,14,16). Rptd producing benzene from petroleum (13). 4-6 tanks on side or at foot of hill one mi from refinery (8,12,18).

12. U.S. 6 x 6 trucks in constant use at field. U.S. and Japanese machine tools observed in aircraft plant. Machinery brought in from Manchuria lying along RR unused (12,13).

13. Parachute training observed daily, Nov 1946 - Mar 1947, with use of 6 IL-12 type transports, 8 men per plane, (10) ; twice a week, May 1946 - Apr 1948 (66); once a month, May-Aug 1947, with PS-84 type planes (14); twice a month, Mar 1947

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(65); 3 times a month, Jul 47, with 3 planes, 14 men each (42). Approx 50 men rptd jumping from 2 twin-engine transports (19) and 60 men rptd jumping from 4-engine bombers (80).

Observations also rptd of aerial gunnery practice (10,19,23,100), bombing practice (9, 23), dropping of flares (19,23), laying of smoke screens (100), night strafing with 2-engine aircraft (19,58,78), flight training or testing of aircraft (12), aerial maneuvers (44,47,49,60,61,62,65,80), night flying (9,31, 61) nearly every night Feb-Jul 1948 (86), and aerial combat maneuvers (12).

14. Listed in JANIS 73, Chap XII, 1945 (A/D); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-10); on Airfield Map 54N-150E, Aug 1948 as Komsomol'sk North (T-10); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 as Komsomol'sk North (T-10).

References:

1. K.A.M., 1:100,000, Part II, Map No. 3, 1940 (C-3).
2. J.G.S., 1:100,000, 5T Series, Map No. 4, 1943. Shows outline of airfield and adjacent bldgs. Based on aerial photograph dated 1942. (B-3)
3. J.G.S., 1:100,000, 5T Series, Map No. 9, 1944. Airfield not shown on map. (C-3)
4. Special Seport (K), autumn 1943, based on memory of aerial photograph (B-2).
5. ATIS Doc No. 32740, Mar 1945 (C-3).
6. ONI, OP-16-FA-5, serial 37-44, 5 Sep 1944 (C-6).
7. Maizuru Interrogation No. 80, Feb 1947. Informant engaged for 2 months in construction work at Plant No. 130. (C-6)
8. FEAF Liaison Report No. 400, Mar 1946 - May 1948. Informant worked in immediate vicinity of field. (C-3)
9. FEAF Liaison Report No. 408, Oct 1945 - May 1948. Informant passed near-by on light RR. Sketch accompanying report is above average in reliability. (C-3)
10. FEAF Liaison Report No. 402, Nov 1946 - Mar 1947. Informant worked in Plant No. 126 supervising 16 PW's. (C-3)
11. Maizuru Interrogation No. 248, Nov 1947 - Apr 1948. Informant worked in near-by field. (C-3)
12. Maizuru Interrogation No. 206, Oct 1945 - Nov 1947. Compilation report; reliability cannot be evaluated.
13. Maizuru Interrogation No. 277, Dec 1945 - Feb 1948. Informant worked on field. (C-3)
14. FEAF Liaison Report No. 404, May 1946 - May 1948. Informant engaged in construction work

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May-Jul 1946; also observed field later while passing by. (C-3)

15. Maizuru Interrogation No. 34, Jun 1946. Informant observed field while passing near-by. (C-3)
16. Maizuru Interrogation, no report number assigned, date of interrogation 14 Oct 1947, date of information Oct 1946. Informant observed field while passing near-by. (C-6)
17. Maizuru Interrogation, no report number assigned, date of interrogation 20 Sep 1948, date of information Oct 1945 - May 1948. (C-3)
18. Maizuru Interrogation No. 267, Oct 1947. Informant passed field daily. (C-3)
19. FEAF Report No. 426, Nov 1946 - Feb 1948. Informant engaged in construction work at field. (C-3)
20. ATIS Interrogation No. 8200, Vol 54, p 61, Jul 1947 (C-6).
21. ATIS Interrogation, Vol 61, p 54, no date (C-6).
22. ATIS Interrogation, No. 8063, May 1947 (C-6).
23. 607th CIC, Sub Detachment "K", file No. K-7046, Dec 1947 (C-6).

Eighth Army Interrogations

24. No. 1401-24, Sep 1945 - May 1948 (D-2).
25. No. 1405-2, Nov 1945 - May 1948 (D-2).
26. No. 1401-29, Oct 1946 - Jul 1947 (D-4).
27. No. 1457-47, Jan-Oct 1946. Informant engaged in construction work in Plant No. 130. (D-4)
28. No. 1459-38, Feb 1947 (D-6).
29. No. 1522-12, Apr 1948 (D-2).
30. No. 1468-25, Jan 1948 (D-6).
31. No. 1230-34, Jun 1947. Informant worked in assembly plant area. (D-6)
32. No. 1406-43, Oct 1945 - May 1948. Informant in plant area twice. (D-6)
33. No. 1383-14, Oct 1945 - May 1948 (D-4).
34. No. 1382-27, Jun 1946 - Dec 1946 (D-4).
35. No. 1428-29, Aug 1947 - May 1948. Informant observed field while passing near-by. (D-4)
36. No. 1308-26, Mar 1946. Informant passed near-by. (D-6)
37. No. 692-37, Oct 1945 - Jun 1947 (D-6).
38. No. 691-47, Jun 1947 (D-6).
39. No. 691-26, Jun 1947. Field observed from train. (D-6)
40. No. 691-20, Nov 1945 (D-6).
41. No. 727-7, Dec 1945 - Nov 1946 (D-6).
42. No. 1553-24, Aug-Oct 1946. Informant worked in plant area. (D-6)
43. No. 690-62, Jun 1947 (D-3).
44. No. 788-37, Jul 1947. Field observed from distance of one mi. (D-3)
45. No. 708-54, Oct 1945 - Mar 1947 (D-4).
46. No. 1406-3, Apr 1947 - May 1948 (D-3).
47. No. 692-15, Nov 1946 (D-2).
48. No. 1339-24, Oct 1945 - May 1948 (D-6).
49. No. 1612-16, Nov 1947. Informant engaged in construction work near field. (D-3)
50. No. 1338-18, Nov 1946 - May 1948 (D-4).
51. No. 692-42, Mar 1947. Field observed from hospital 2.5 mi away. (D-3)

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52. No. 690-1, Nov 1946 - Jan 1947 (D-6).
53. No. 1689-26, Feb-Jul 1948 (D-2).
54. No. 688-12, Apr 1947 (D-3).
55. No. 1314-50, May 1948 (D-3).
56. No. 1505-46, No date (D-2).
57. No. 1553-24, Sep 1945 - May 1948 (D-3).
58. No. 1459-38, Feb 1947 (D-3).
59. No. 1484-48, Sep 1946 - Aug 1947 (D-4).
60. No. 1458-9, May 1948 (D-3).
61. No. 1457-49, May 1948 (D-6).
62. No. 1497-35, Jan 1948 (D-3).
63. No. 1427-7, May 1948 (D-3).
64. No. 1278-9, Jan-Mar 1946 (D-5).
65. No. 1341-23, Mar 1947 (D-3).
66. No. 1405-29, May 1946 - Apr 1948 (D-3).
67. No. 1405-47, Apr-May 1946. Informant engaged in construction work in south part of field. (D-3)
68. No. 1401-50, Jul 1947 - May 1948 (D-2).
69. No. 1401-49, Dec 1946 - May 1948 (D-6).
70. No. 787-28, Jul 1947 (D-2).
71. No. 1391-2, Jan-Mar 1948. Informant engaged in construction work at Plant No. 130. (D-3)
72. No. 1468-35, Oct 1945-Jun 1946 (D-2).
73. No. 1468-25, Jan 1948 (D-4).
74. No. 1728-45, Feb 1947 - May 1948 (D-3).
75. No. 1113-35, Jun 1947 (D-3).
76. No. 1468-29, Aug 1946 - Apr 1948. Informant worked for 4 months in aircraft plant. (D-3)
77. No. 1728-45, May 1947 - 1948. Informant unloaded coal at field. (D-4)
78. No. 1677-40, Oct 1945 - May 1948. (D-3)
79. No. 1195-1, Jan 1947 (D-3).
80. No. 1653-48, Nov 1946 - Feb 1948. Informant engaged in construction work at field. (D-6)
81. No. 1343-19, Nov 1946 - Jan 1947 (D-3).
82. No. 1689-27, Apr 1948. Informant observed field 3-4 times while passing by. (D-3)
83. No. 1320-28, Sep 1946 - May 1948 (D-3).
84. No. 1506-13, Nov 1946 - May 1948. Informant worked on field for one month.(D-6).
85. No. 1677-45, May-Oct 1947. Informant passed through field once. (D-3)
86. No. 1689-26, Feb-Jul 1948 (D-3).
87. No. 1370-22, Jul 1947 (D-2).
88. No. 1401-19, Dec 1947 (D-3).
89. No. 1505-46, Sep 1945 - May 1948 (D-3).
90. No. 1688-33, Sep 1945 - Feb 1948 (D-2).
91. No. 1611-7, Apr 1948. Informant worked near aircraft plant. (D-3)
92. No. 1166-19, Jan 1946 - Jul 1947 (D-6).
93. No. 1402-31, Sep 1946 - May 1948. Informant worked in plant area. (D-3)
94. No. 1689-11, May 1946 - Sep 1947. Informant passed near field. (D-2)
95. No. 1607-9, Jan 1948 (D-2).
96. No. 1687-23, Feb-Jun 1948 (D-3).
97. No. 1458-17, Oct 1945 - May 1948. Informant worked in aircraft plant. (D-4)
98. No. 1277-48, Dec 1946 - Mar 1947 (D-2).
99. No. 688-53, Mar 1946 (D-2).
100. No. 1687-22, Apr 1948 (D-3).
101. No. 1171-15, Nov 1946 (D-3).
102. No. 692-24, Nov 1947. Informant passed through field once. (D-3)

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SECRET

REFER TO LOCATION MAP PLATE I-40

137°03' TO BRICKYARD

OIL REFINERY

OIL PIPE LINE (APPROX. ALIGNMENT)

AIRCRAFT PLANT NO. 130

N.E. NO. 1

TO KOMSOMOL'SK STATION

AIRCRAFT PLANT NO. 126

OIL UNLOADING PIER

FISH CANNERY & STORAGE WAREHOUSES

UNKNOWN AREA

DZEMGI

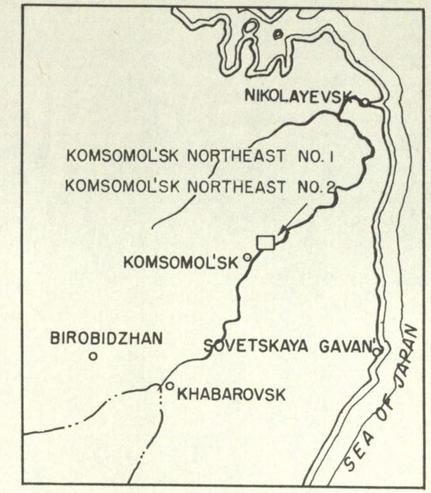
50°36'

N.E. NO. 2

REKA (RIVER) AMUR

TO KOMSOMOL'SK R.R. STATION

137°03'



ORIENTATION MAP

MAP BASED ON J.G.S. 1:100,000, 5T SERIES, MAP NO. 4, 1943, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

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

CONTOUR INTERVAL 20 METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

KOMSOMOL'SK NORTHEAST NO. 1
AND
KOMSOMOL'SK NORTHEAST NO. 2
AIRFIELDS

G-2 GEOGRAPHICAL SECTION

PLATE I-43

SECRET

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103. No. 1044-7, Sep 1946 - Oct 1947. Informant worked on field. (D-5)
104. No. 1343-14, Aug 1946 - May 1948 (D-3).

105. Special Interrogation No. 189, Jan 1947. Re-interrogation of Eighth Army Interrogation No. 1195-1 (Reference No. 78). (B-3)
106. ATIS Vol 62, p 66, Nov 1947 (C-3).
107. Special Interrogation No. 195, Oct 1945 - May 1948. Re-interrogation of FEAF Liaison Report No. 408 (Reference No. 8). (B-3)
108. Special Interrogation No. 196, Nov-Mar 1947, and Jun 1947 - Apr 1948. Re-interrogation of FEAF Liaison No. 402 (Reference No. 9). (B-3)

KOMSOMOL'SK NORTHEAST NO. 2
(Komsomol'sk East)

50°33'N, 136°58'E

(Plates I-40 and I-43)

T-13

Confirmed

Location: 4.3 mi ENE of Komsomol'sk RR station which is located approx in center of town; 1.5 mi south of Komsomol'sk NE No. 1 airfield; on north bank of Reka (river) Amur (5,9,12).

Altitude: Approx 100 ft (2)

Field: 2950 x 1640 ft (4)

Runways: None (4,5,7,11)

Facilities:
1. 12 open, dirt, fighter rvts rptd 1943 (4). Only 5-6 rvts rptd 1948 (11), located along SW side of field (9).
2. Underground wireless station rptd near-by (9).

Remarks:
1. Surrounding topography. Flat level ground; hills 600 ft high 2.5 mi to south, 600 ft high 2.5 mi to east, 900 ft high 5 mi to NE, 600 ft high 5 mi to north, 600 ft high 7.5 mi to NW; extension possible to NW (1,2,3).
2. Rptd used for training purposes (10).
3. Listed in JANIS 73, Chap XII, Feb 1945, (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 as Komsomol'sk East (T-14); on Airfield Map 54N-150 E, Aug 1948 (T-10); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Komsomol'sk East (T-13).

References:
1. K.A.M., 1:100,000, Part II, Map No. 3, 1940. Airfield not shown on map. (C-3)
2. J.G.S., 1:100,000, 5T Series, Map No. 4, 1943. Airfield not shown on map. (B-3)

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3. J.G.S., 1:100,000, 5T Series, Map No. 8, 1944. Airfield not shown on map. (C-3)

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

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

6. ONI Report, OP-16-FA-5, Serial 37-44, 5 Sep 1944 (C-2).

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7. No. 1337-34, Sep 1947 (D-3).

8. No. 1483-9, Jul-Sep 1946 (D-3).

9. Number unknown, Jul 1946 (D-3).

10. No. 247-630, date of observation unknown (D-3).

11. No. 1505-50, Oct 1945 - May 1948 (D-3).

12. No. 1687-22, Apr 1948 (D-3).

KOMSOMOL'SK SEAPLANE BASE

50°33'N, 136°58'E

(Plate I-40)

T-15

Confirmed

Location: SE of town of Komsomol'sk; on north bank of Reka (river) Amur; approx 1 mi NNE of outlet of Ozero (lake) Mylki (1,4).

Altitude: Approx 100 ft (2)

Alighting area: Reka Amur (1,4)

Facilities:
1. 2-4 hangars (3,4,5,6)
2. Barracks rptd near hangars (5).
3. Concrete ramp. Informant observed planes being pulled up ramp on wheeled platforms (6).

Remarks:
1. Field. Serviceable May-Oct (3).
2. Aircraft. 2 seaplanes similar to MBR-2's observed anchored at base Jun 1947 (5).
3. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-15); on Airfield Map, 54N-150E, Aug 1948 (T-15); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-15).

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References:

1. K.A.M., 1:100,000, Part II, Map No. 3, 1940 (C-3).
2. J.G.S., 1:100,000, 5T Series Map No. 4, 1943. Seaplane base not shown on map. (B-3)
3. ATIS Doc No. 32740, 1945 (C-3).
4. Special Report (K), 1943. Based on memory of aerial photographs taken 1942 and 1943. (B-3)
5. ATIS Interrogation, Vol 46, p 47, Jun 1947 (C-3).
6. Eighth Army Interrogation No. 1123-15, Oct 1945 - Jun 1947. Base observed from distance of 3000 ft. (D-3)

KOMSOMOL'SK SOUTH

50°33'N, 136°58'E

(Plates I-40 and I-44)

T-10

Confirmed

Location: Approx 10 mi SSW of Komsomol'sk main RR station; 2 mi east of "Furuba" (3rd Shunting station) on Komsomol'sk - Volochayevka branch line (1,2,4,6).

Altitude: Approx 150 ft (1)

Field: Roughly hexagonal; approx 5590 x 5240 ft (1) gravel (3).

Runways: 3280 x 330 ft (2) N/S, concrete (2,3).

3280 x 330 ft (2) NNE/SSW, concrete (2,3). Concrete taxiway encircles runways (2,3). One source rpts 2 taxiways running E/W intersecting runways (3).

Facilities:

1. 25-30 dirt uncovered rvts; capacity, 1 twin-engine bomber, or 2 fighters (2). 2 large covered, dirt rvts at each end of runways (3).
2. 3-5 semi-underground barracks to west (2,3,5). Roofs covered with 15 in of dirt and surfaced with cement or asphalt (3).
3. Fuel dump just south of field (2).
4. Am dump west of field, east of RR (2,4). Area enclosed with barbed-wire fence, and guarded (3).
5. AA gun unit located between field and RR (3,4). Approx 20 guns Apr 1946, 5-6 guns Sep 1947 (3). Guns rptd as 75 mm (4).

Remarks:

1. Surrounding topography. Level ground; small trees to north; low hills beyond cultivated area to south; no obstructions; extension possible (1,2,3).

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2. Aircraft. Approx 100 twin-engine bombers and single-engine fighters observed on field Apr 1946; only a few bombers, resembling PE-2 type, remained in summer 1946; no other aircraft observed during PW internment in area Apr 1946 - Sep 1947 (3). Fighters occasionally observed on field (6); 30 fighters and approx 30 light bombers rptd on field between Jul 1946 and Apr 1948 (7); 4-engine aircraft rptd to have landed at field 1943 (2); 2-3 4-engine transports occasionally observed on field (7).

3. Facilities. RR spur running to fuel dump south of field (1,2,3,4). One of barracks bldgs used by PW camp No. 18-13; housed approx 200 men (3).

4. Gravel road connects field with town of Komsomol'sk (3).

5. Telephone poles along RR spur to field (3).

6. Tank unit west of am dump, east of RR (3,4).

7. Bombs rptd stacked on field (6).

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

References:

1. J.G.S., 1:100,000, 5T Series, Map No. 9, 1944. Shows outline of airfield. Map based on 1942 aerial photograph (2). (B-3)

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

3. Special Interrogation No. 201 (re-interrogation of Maizuru Interrogation No. 250), Apr 1946 - Sep 1947 (B-3).

4. Eighth Army Interrogation No. 1689-25, Aug 1947 (D-3).

5. ATIS Interrogation No. 16707, Apr-Oct 1946 (C-3).

6. Eighth Army Interrogation No. 1404-48, Jul-Oct 1946 (D-3).

7. Eighth Army Interrogation, number unknown, Jul 1946 - Apr 1948 (D-3).

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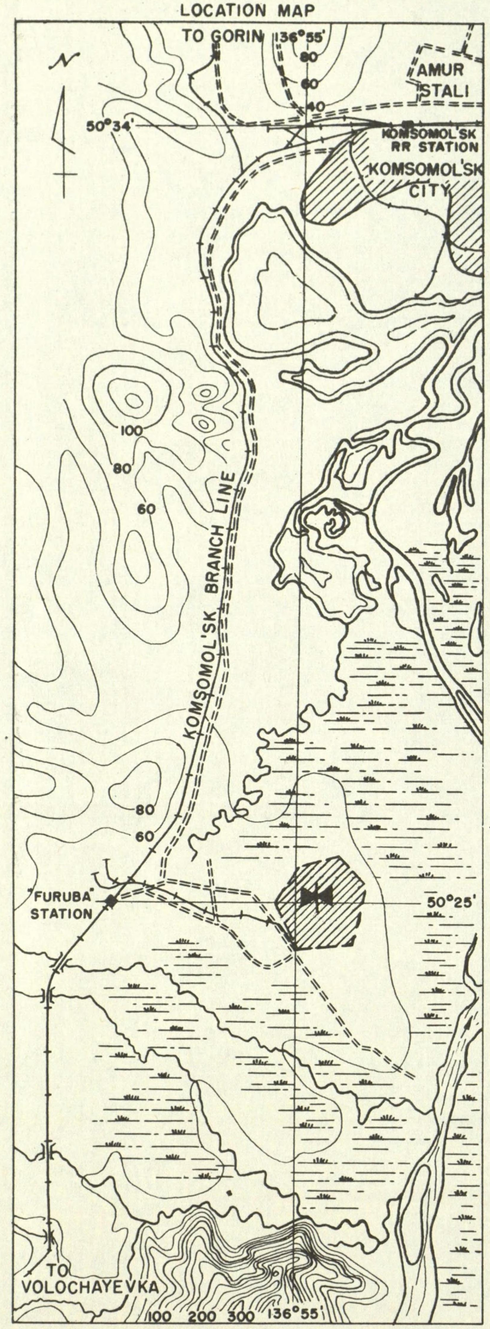
Authority NND 84506
By TWD NARA Date 12/20/11

SECRET

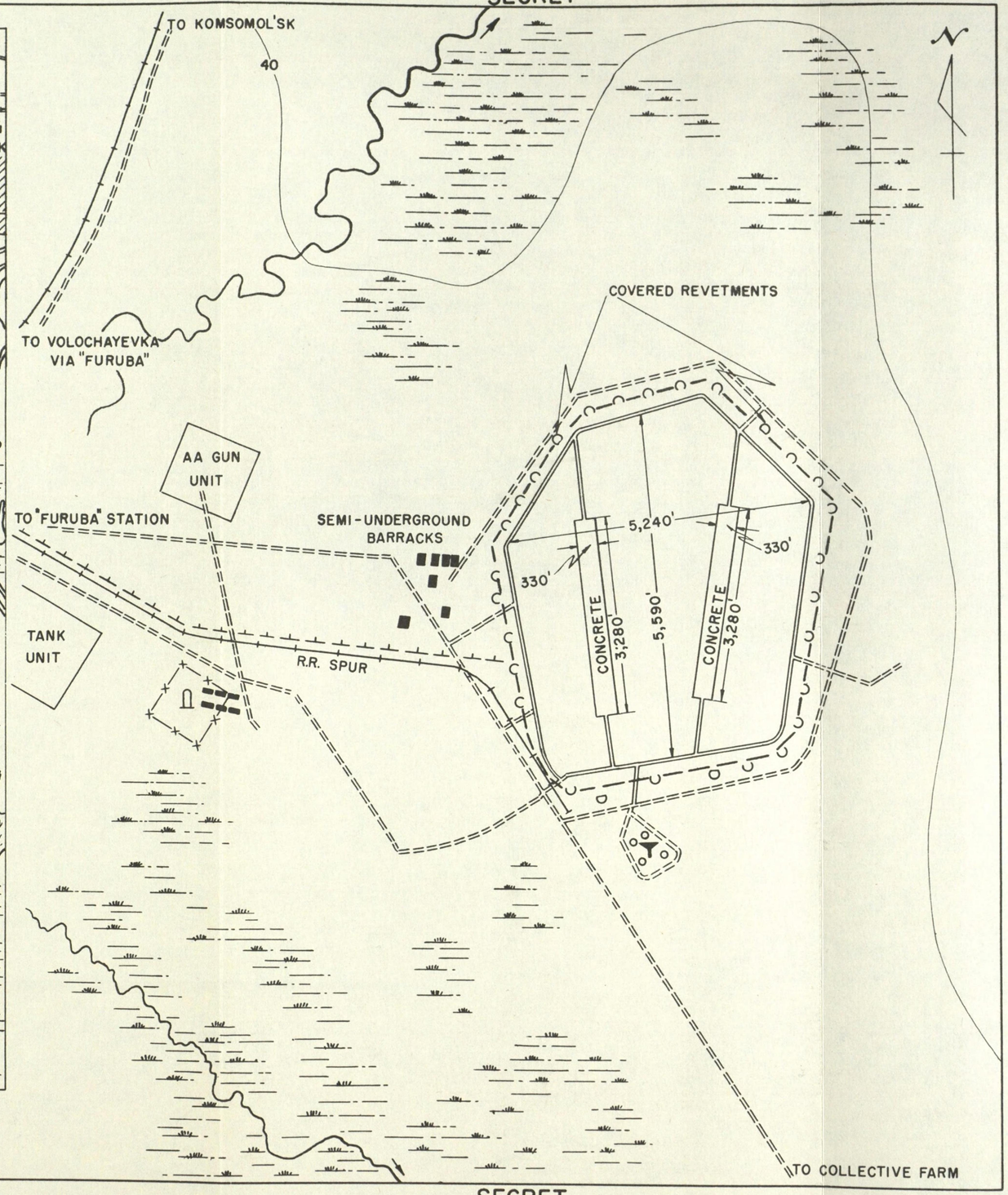
LOCATION MAP

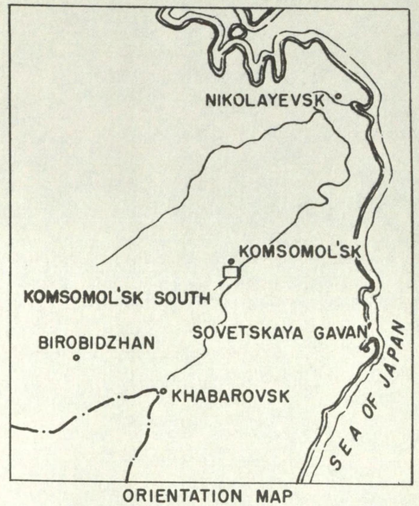


CONTOUR INTERVAL 20 METERS

0 1 2 3 4 MI.

0 1 2 3 4 5 KM.





ORIENTATION MAP

MAP BASED ON J.G.S. 1:100,000, 5T SERIES, MAP NO. 9, 1944, WITH ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1,000 2,000 3,000 4,000 5,000
FEET

0 500 1,000
METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

KOMSOMOL'SK SOUTH
AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-44

SECRET

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Authority 841506
By SJ NARA Date 12-19-11

KHUMMI WEST
("Serbino")

50°22'N, 137°14'E

(Plate I-40)

T-11

Confirmed

Location: Exact location uncertain; probably 1.5 mi north of eastern tip of Ozero (lake) Khummi; 7.5 mi ENE of village of Khummi (See Remark No. 2 under Khummi East field); near "Serbino" RR station; north of Pivan - Sovetskaya Gavan' RR; approx 15 mi SE of Pivan; approx 22 mi SE of Komsomol'sk (5,8,12).

Altitude: Approx 130 ft (2)

Field: 4260 x 1640 ft (3,4). Possibly has been enlarged. Informant gave dimensions ranging from 1 mi to 2.5 mi sq (5,6,7,11).

Runway: Logs covered with dirt, ENE/WSW (5,8,14), possibly 3280 x 100 ft (14).

Facilities:

1. 10 rvts in SE corner of field (5,8).

2. 4-8 semi-underground fuel storage tanks west of field (5,7,11,12). Rptd 13 ft in diameter, 3 ft above ground (5).

3. 2 hangar-like bldgs in NW section of field (12). 10 2-story wooden barracks in NW corner (5). Wireless station in low hills NE of field (3,5, 12). 3 wooden barracks near wireless station (8). Possibly "radar antennae" located in NE section of field (5). Information insufficient to determine reliability of report.

4. Control tower on east side (5).

5. Searchlight beams rptd observed in vicinity of field (13). 2 searchlight installations, situated 1000 ft apart, in hills NE of field (12).

Remarks:

1. Surrounding topography. Following terrain description based on interrogation rpts:

Conflicting rpts on terrain description. Field probably situated on area 1-3 mi sq (5,6, 7,11), cleared, grassy, surrounded by dense forest (11). Low hills to north and NW (5,8,12). 1 x 1.5 mi area bordering south side of field being cleared Mar 1947 (6); tree stumps not yet completely removed Aug 1947 (10).

2. Weather. Field inoperable at times during winter because of heavy snows (12).

3. Aircraft. C-54 type transports and approx 10 PE-2 type twin-engine bombers observed on field Aug 1945 - Apr 1946 (5); 2-engine aircraft observed Feb 1947 landing and taking off (13);

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13 biplane trainers and 6 2-engine bombers observed May 1947 (8); 3 R-10 type reconnaissance bombers rptd (12); 3-4 fighters rptd at field Jul 1947 (7). Field rptd not in operation Oct 1946 - Aug 1947 (10).

4. Planes equipped with skis observed landing on Ozero Khummi during winter months (12).

5. Gravel road connects field with "Serbino" RR station (5).

6. Aircraft observed Mar 1947 flying from direction of field towards PW camp No. 117 where they dropped food packages (6).

7. Damaged aircraft parts observed on field (9).

8. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 54N-150E, Aug 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. K.A.M., 1:100,000, Part II, Map No. 1, 1940. Outline of airfield shown. No topographic details given. Only approx alignment of road and RR given. (C-3)
2. J.G.S., 1:100,000, 5T Series, Map No. 4, based on 1943 aerial photograph. Airfield not shown on map. (B-3)
3. ATIS Doc No. 32740, Mar 1945 (C-3).
4. Special Report (K) 1943. Based on memory of aerial photograph, spring 1943. (B-3)
5. Maizuru Report No. 240, Aug 1945 - Apr 1946 (C-3). Informant worked on field 4 times. (C-3)
6. Eighth Army Interrogation No. 1253-32, Mar 1947. Field observed once from distance of 100 ft west of field. (D-3)
7. Eighth Army Interrogation No. 1448-30, Jul 1947 (D-3).
8. Eighth Army Interrogation No. 1050-43, May 1947 (D-3).
9. Eighth Army Interrogation No. 1665-8, Nov 1946 - Apr 1948. Informant cut grass on field. (D-3)
10. ATIS Interrogation No. 14498, Jun 1947. (Re-interrogation of Reference No. 6). Field observed once for 20 minutes from close range Jun 1947. (C-3)
11. ATIS Interrogation No. 13131, Jun 1947. (Re-interrogation of Reference No. 7). Informant observed field for several days from distance of approx 0.5 mi while felling trees, late Jun 1947. (C-3)
12. ATIS Interrogation No. 7262, Vol 44, p 75, May 1947. Information agrees in general, with Maizuru Report No. 240 (Reference No. 5). Informant observed field while repairing road and RR bordering south edge of field. (C-3)
13. Eighth Army Interrogation No. 1086-35, Feb 1947 (D-3).
14. Special Interrogation No. 238, Feb 1946. Field observed once from main entrance. (B-3)

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KHUMMI EAST
("Poni")

50°22'N, 137°14'E

(Plate I-40)

T-14

Confirmed

Location: Probably 5 mi ESE of eastern tip of Ozero (lake) Khummi; just north of Pivan - Sovetskaya Gavan' RR; approx 14 mi ESE of village of Khummi (See Remark No. 2); 25 mi SE of Pivan; 29 mi SE of Komsomol'sk; 7.5 mi SE of Khummi West field; west of "Poni" RR station (1,2,4).

Altitude: Approx 130 ft (2)

Field: 5900 ft E/W x 3940 ft N/S (2); cleared ground. Only part of field usable as airfield (4).

Runway: None (3,4)

Facilities:

1. Possible 5-6 rvts to east of field with taxiways connecting rvts with field (4). Only taxiways visible on aerial photograph (4).

2. A few unidentified bldgs (4).

3. Possibly one wooden hangar (5).

4. Possible fuel storage dump to south, between field and RR (2).

Remarks:

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

2. Information conflicting, on location of village of Khummi. AMS, AAF Aeronautical Charts and Kwantung Army Map 1940 locate village at approx 50°22'N, 137°05'E, (1). One Japanese Intelligence map based on aerial photograph taken in 1943 locates village at 50°22'N, 137°14'E and shows Reka Amur covering area in and around 50°22'N, 137°05'E (2). Location as shown in reference (2) considered more reliable; recorded distances based on this source.
Field possibly called "Poni" which is name of new RR station to east of field on Pivan - Sovetskaya Gavan' RR. Station not located on any map.

3. Surrounding topography. Maps covering area show only alignment of road and RR, no topographic details (1,2). Field located in wooded area (4).

4. Aircraft. No planes observed parked on field. One biplane landed on field approx 3 times per week (5). Until end of 1946, a Douglas C-47 observed daily flying towards Komsomol'sk. Formation flights of American-made B-25's and Russian DB-3F's observed constantly over "Poni" area.

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6 planes rptd as maximum number in one formation. Planes did not appear to be stationed in area (6).

5. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 54N-150E, Aug 1948 (T-12); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

erences:

1. K.A.M., 1:100,000, Part II, Map No. 1, Apr 1940 (C-3).

2. J.G.S., 1:100,000, 5U Series, Map No. 24, 1944. Airfield outlined on map, but poor quality of 1943 aerial photograph upon which map was based makes accuracy of airfield boundary questionable. (B-3)

3. ATIS Doc No. 32740, published Mar 1945. Based on aerial photograph 1943. (B-3)

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

5. Eighth Army Interrogation No. 1307-3, Apr-May 1947. Information might possibly refer to Khummi West field. (D-3)

6. ATIS Interrogation No. 14246, 1946 - Oct 1947 (C-3).

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PADALI

Approx 50°13'N, 136°39'E

(Plates I-40 and I-45)

T-10

Confirmed

Location: Approx 0.5 mi east of Padali RR station on the Komsomol'sk - Volochayevka branch line; approx 2.25 mi west of Ozero (lake) Padali; 7 mi west of Reka (river) Amur; approx 27 mi SW of Komsomol'sk (1,4,7,8).

Altitude: 160 ft (1,2,3)

Field: 4900 x 3940 ft (1), dirt with sparsely growing grass (8).

Runway: Probably 3940 x 330 ft (4), N/S (1,4,7,8,11). Possibly constructed of 13-ft hexagonal (7) concrete blocks (7,13). Concrete taxiway 165 ft wide (16) on west side and parallel to runway (4,7,8). Runway rptd constructed to drain down center (5).

Facilities:

1. 6-8 dirt rvts along west side of runway (7,8,14). Some rptd covered (7,12). Japanese Intelligence sources rptd 35 large, uncovered, dirt rvts, 1943 (4,5). Only one informant (13) rpts so large a number of rvts; therefore this figure may be inaccurate, or rvts may have fallen into disuse and been gradually destroyed.

2. 4-6 wooden barracks west of field (7,8,10). Less reliable source rpts 10 barracks (11). One bldg rptd semi-underground and utilized as PW camp (7). Bldgs rptd uninhabited and in generally poor condition Nov 1947 (7). 4-5 officers' quarters west of runway, south of barracks (7,8).

3. 3-4 warehouses on west side of field between barracks and runway (7,8,14).

4. Operations bldg west of runway, between runway and officers' quarters (7).

5. Engine repair shop near barracks area (7).

Remarks:

1. Surrounding topography. Area swampy to east and SE, rptd impassable during thaw period (1,4).

2. Weather. Snow averaged one ft (7,8); strong winds during winter months (7); prevailing wind from south (8).

3. Field. Rptd as 3 sq mi (8); 5250 x 4590 ft (6).

4. Runway. Rptd as long as 6350 ft (7); 5000 ft, concrete (6) 6560 ft, concrete (13); 4590 ft, concrete (11). No runway (6). Because of unreliability of distances and dimensions given in

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interrogation reports, and because no construction work has been rptd at field or in area, figures taken from Japanese Intelligence sources (1,4,5) are considered more reliable. One source rpts small taxiway lying in semi-circle to west of and connecting with main taxiway (8).

5. Aircraft. 3 partially dismantled aircraft (TB-3 type) along SW side of runway (7,8) and 6 partially dismantled fighters (I-16 type) in north section of field (8), also rptd as trainers (13). Occasional transport landed at field (8, 12,13). Otherwise no activity observed (8). Last transport observed landing at field Oct or Nov 1947 (8). Field rptd not in operation Mar 1948 (11).

6. Facilities. 3 hangars rptd (9); 8 concrete hangars (14). Existence believed very doubtful. Gasoline storage dump located in hills WNW of field, NW of RR station (7,8). Area restricted to non-military personnel. Gasoline trucks observed entering area (7).
Wireless station located to west between RR and field (8).

7. Gravel road connects field with RR station (7,8). 2 RR sidings at Padali RR station (1,7).

8. Telephone poles observed in area; no phone installations observed (7).

9. Troops estimated at 1000 (10,11), and by more reliable source at 150-160 air corp personnel and 10 officers. Transferred to the Kurils, Oct 1947 (hearsay) (7,8) to Sagkhalin (11). Mar 1948 only 14-15 Russian soldiers wearing black epaulets observed guarding warehouses (7,12).

10. Large ordnance depot located 10 mi SW of Padali RR station on west side of Komsomol'sk - Volochayevka branch line. Considered by Japanese Intelligence as largest depot in Komsomol'sk area (4).

11. Listed in JANIS 73, Chap XII, Feb 1945 (ELG); in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Padali Station (T-14); on Airfield Map 54N-150E, Aug 1948 (T-14); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-12).

References:

1. J.G.S., 1:100,000, 5T Series, Map No. 10, 1944. Outline of field shown on map. Based on 1942 aerial photograph.(B-3)
2. J.G.S., 1:100,000, 45-TU Series, Map No. 20, 1940. Accuracy of topographic details in Padali area considered questionable by Japanese Intelligence (4). (C-4)
3. AMS N401, 1:500,000, Map No. NM53-NE, 1943 (F-3).
4. Special Report (K). Based on memory of aerial photograph, 1943. (B-3)
5. ATIS Doc No. 32740, 1945 (C-3).

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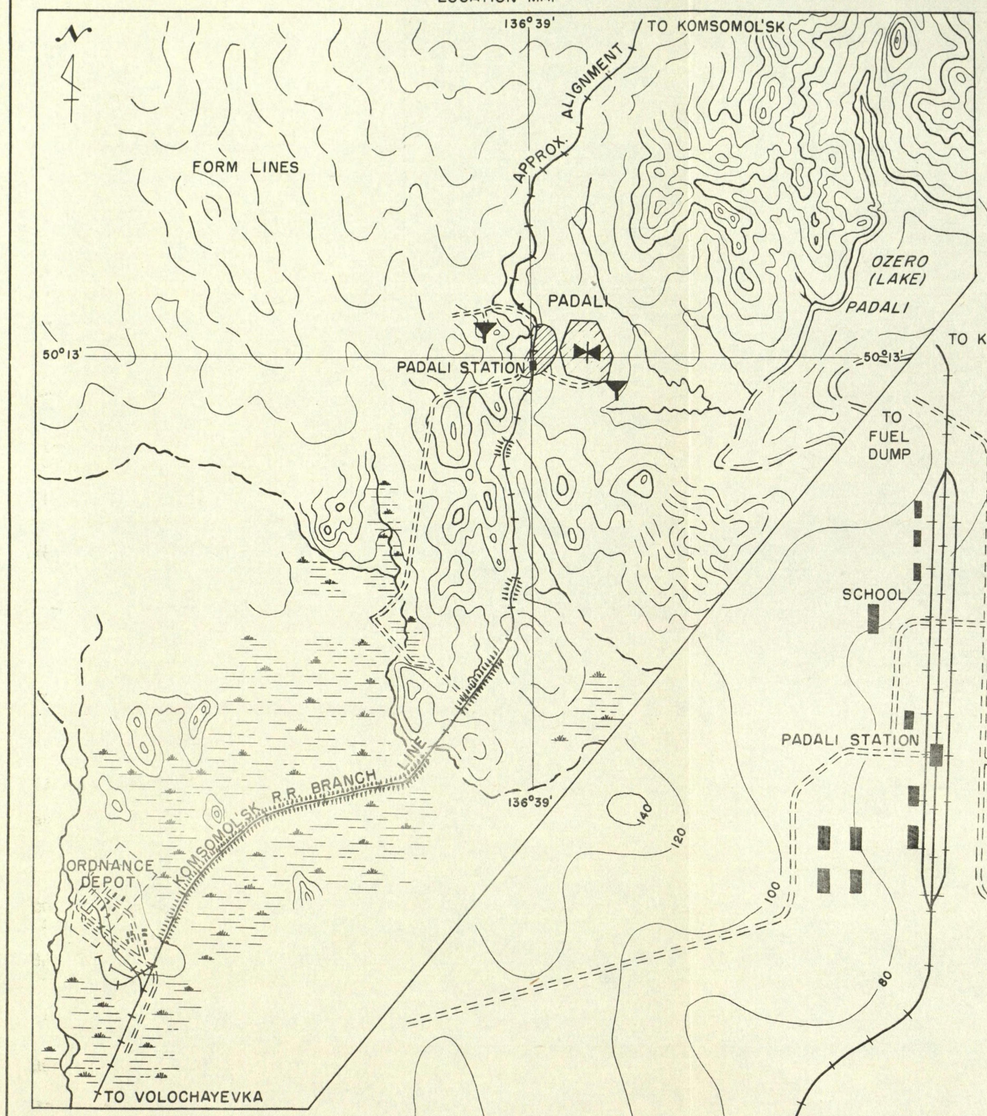
By TW NARA Date 12/20/11

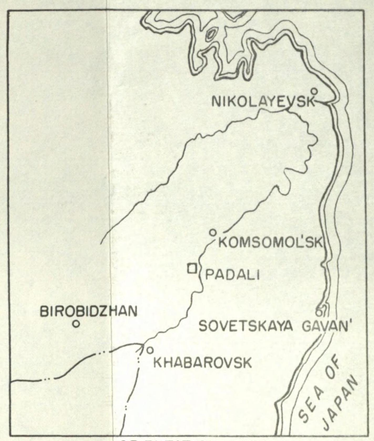
SECRET

LOCATION MAP



CONTOUR INTERVAL 20 METERS

SCALE
0 1 2 3 MI.
0 1 2 3 4 5 KM.



ORIENTATION MAP

MAP BASED ON J.G.S. 1:100,000, 5T SERIES, MAP NO. 10, 1944, WITH ADDITIONS FROM INTERROGATION REPORTS.

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

CONTOUR INTERVAL 20 METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

PADALI
AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-45

SECRET

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6. A-2 Confidential Source, Oct 1948. Based on sketch of alleged Japanese Intelligence agent who states information based on aerial photographs and investigation of area in 1943. (F-4)
7. Maizuru Interrogation No. 294, Dec 1947 - May 1948. Informant observed field from RR station Oct 1945, while working in near-by hills, and also as he crossed field while commuting to and from work. (C-3)
8. Maizuru Interrogation Report No. 303, Dec 1947 - May 1948. Informant observed field while commuting to and from work. (C-3)
9. ATIS Interrogation No. 7624, Vol 39, p 66, Feb 1947 - May 1947. Informant observed field while passing by to PW camp from RR station. (C-4)
10. ATIS Interrogation No. 17518, Sep 1946 - Apr 1948. Informant observed field while passing by. (C-3)
11. Eighth Army Interrogation No. 1486-43, Sep 1946 - Mar 1948.(D-3)
12. Eighth Army Interrogation No. 1563-44, Sep 1946 - Apr 1948.(D-3)
13. Fifth Air Force No. 31, Sep-Oct 1946. PW walked through field on way to work over period of 10 days. (C-3)
14. Eighth Army No. 692-54, Sep 1945 - Apr 1946 (D-3).

BOLON' EAST
(Taisin East)

50°01'N, 136°22'E

(Plate I-40)

T-14

Confirmed

Location: Probably 1 mi SE of Bolon' RR station on the Komsomol'sk - Volochayevka branch line (5). Bolon' RR station located 3.5 - 5 mi NW of northern end of Ozero (lake) Bolon'; 17 mi west of Reka (river) Amur; 45 mi SW of Komsomol'sk (3,4).

Altitude: Approx 200 ft (1)

Field: Approx 4920 ft sq (5).

Runway: No information

Facilities:
1. 25-27 large uncovered dirt rvts; 13-15 small or medium uncovered dirt rvts SE of field (5,6).
2. Barracks and repair shop east end of field (5,7).
3. Wireless station east of field (5).

Remarks:
1. Field listed as T-14 rather than T-9 or T-12 because information not recent.
2. Town of Bolon' not shown on any available JGS maps. "Kureli" RR station (50°01'N, 136°22'E)

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as shown on J.G.S., 1:100,000, believed to be Bolon' RR station, and town of Bolon' probably near-by (5). AAF Aeronautical Chart, 1:1,000,000, locates Bolon' RR station at 50°01'N, 136°21'E. AMS, 1:1,000,000, Map No. 5301, locates station at approx 50°01'N, 136°21'E (4).
Field also called Taisin. Exact location of village of Taisin uncertain. Japanese Intelligence believed town to be located on NW shore of Ozero Bolon' approx midway between NE and SW ends of lake (1,4). Another source whose reliability is questionable locates Taisin near Bolon' RR station (8).

3. Surrounding topography. Wooded area. Gora (mt) Puri 980 ft high 4-6 mi east of RR station; hills 700-935 ft high approx 7.5 mi SSW of station (1,2,3). Maps (1,2,3) used to ascertain terrain suitability only. No map shows location of Bolon' airfield. Topographic details other than positions of rivers and lake regarded by Japanese Intelligence as approximate (5).

4. Field. One source gives dimensions of field 4590 x 3280 ft (6).

5. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 54N-150E, Aug 1948 (T-9); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-9).

References:

1. J.G.S., 1:100,000, 45-TU Series, Map No. 20, 1940. Compiled from maps dated 1918 (source unknown), and 67-TU Series, Map No. 16, 1940. Airfield not shown on maps. (C-3)
2. J.G.S., 1:500,000, T Series, Map No. 5, 1939. Airfield not shown on map. (C-3)
3. J.G.S., 1:500,000, 1941, "Khabarovsk Area Basic Map, Part II" (C-3).
4. AAF Aeronautical Chart, 1:500,000, Map No. 204-D, 1944; AMS 5301, 1:1,000,000, Map No. NM-53, 1944 (F-3).
5. Special Report (K), 1943. Based on memory of aerial photograph. (B-3)
6. ATIS Doc No. 32740, 1945. Date of information, 1943. (C-3)
7. Eighth Army Interrogation 693-59, Jun 1947 (D-3).
8. A-2 Confidential Source, Oct 1943. Based on sketch of alleged Japanese Intelligence agent. Majority of sketches of questionable reliability. (F-4).

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BOLON' WEST
(Taisin West, Taisin)

50°01'N, 136°22'E

(Plate I-40)

T-14

Confirmed

Location: Approx 0.5 mi NW of Bolon' RR station (4) on the Komsomol'sk-Volochayevka branch line; approx 17 mi west of Reka (river) Amur; approx 45 mi SW of Komsomol'sk (3,6,7).

Altitude: 65-200 ft (1,8)

Field: 4920 x 3940 ft (4)

Runway: None (4,5)

Facilities:

1. 20 uncovered dirt twin-engine bomber rvts (4, 6,7,8); possibly 30-40 small covered dirt rvts (7,8).
2. Barracks to east of field (4,7,8).
3. Underground fuel storage located north of RR station (4,5).
4. Possibly 5 small hangars east of field (6,7).

Remarks:

1. Field listed as (T-14) rather than (T-9) or (T-12) because information not recent.
2. Sometimes referred to as Taisin field. (See Remark No. 3 under Bolon' East field).
3. Surrounding topography. Wooded area (1,4); Gora (mt) Puri 980 ft high 4-6 mi east of RR station and 2.5 mi north of Ozero (lake) Bolon' served as landmark (1,2,3).
4. Field. One source gives dimension of field 5900 x 3610 ft (5); other sources give 5900 x 5250 ft, N/S (7,8), but source (7) based on information in A-2 Confidential Source (8).
5. Runway. Sources (6,7,8) rpt concrete runway 4920-5000 x 330 ft, N/S. FEAF IR-5-48 report (6) believed also based on information in A-2 Confidential Source (8); therefore all 3 rpts (6,7,8) based on same source. Reliable source (4) whose information has proved very accurate when check has been possible, rpts that no concrete runway existed 1943 (date of last aerial photograph covering area), and that Japanese Intelligence never received rpts of existence of paved runway at either of the Bolon' (Taisin) airfields (4).
6. Listed in JANIS 73, Chap XII, Feb 1945, as Taisin (LG); in Summary of Air Facilities in USSR East

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of 100°E, Apr 1948 (T-14); on Airfield Map 54N-150E, Aug 1948 (T-9); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-9).

References:

1. J.G.S., 1:100,000, 45-TU Series, Map No. 20, 1940; 67-TU Series, Map No. 16, 1940. Airfield not shown on maps. (C-3)

2. J.G.S., 1:500,000, Map No. T-5, 1939. Airfield not shown on map. (F-3)

3. J.G.S., 1:500,000, Part II, Khabarovsk Area Basic Map, 1941 (C-3).

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

5. ATIS Doc No. 32740, 1945. Date of information 1943. (C-3)

6. FEAF IR-5-48, Sep 1948 (F-4).

7. FEAF IR-28-48, Dec 1947. Based on sources listed in Summary of Air Facilities in USSR East of 100°E, 1948, and FEAF A-2 Confidential Source, 1948. Date of information 1943. (F-4)

8. FEAF A-2 Confidential Source, 11 Oct 1948. Based on sketch of alleged Japanese Intelligence agent who states information based on Japanese Intelligence records, 1943. Sketches of airfields originating from this source believed of doubtful reliability in some cases. (F-4)

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By SJ NARA Date 12-19-11

SEL'GON

49°36'N, 135°28'E

(Plate I-40)

T-14

Confirmed

Location: Vicinity of Sel'gon Stantsiya (station) (4) which is on Komsomol'sk-Volochayevka branch line; approx 34 mi SSW of Ozero (lake) Bolon'; 43 mi NW of Reka (river) Amur (1,2).

Altitude: 820 ft (1,2)

Field: 4260 x 1310 (3,4)

Runway: No information

Facilities: No information

Remarks:

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

2. Surrounding topography. Daga river valley; surrounding area marshy (1,2). Detailed terrain description impossible because of unreliability of topographical maps.

3. Field. Reliable source rpts field under construction autumn 1943 (4).

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

References:

1. J.G.S., 1:500,000, Khabarovsk Area Basic Map, Part I, 1941. Since map was "compiled and edited from 1925 Russian map," it was considered unreliable by Japanese Intelligence (4). Area along Komsomol'sk-Volochayevka branch RR evaluated as (C-3); remainder of map pertaining to Siberia as (C-4).

2. AMS 5301, 1:1,000,000, Map No. NM53, 1944 (F-3).

3. ATIS Doc No. 32740, published 1945. Based on aerial photographs, 1943. (C-3)

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

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By SJ NARA Date 12-19-11

LITOVKA

49°16'N, 135°08'E

(Plate I-40)

T-14

Confirmed

Location: In vicinity of Litovka Stantsiya (station) (4) which is on Komsomol'sk-Volochayevka branch line; 10 mi east of Reka (river) Daga; 35 mi NW of Reka Amur; 53 mi SW of Ozero (lake) Bolon' (1,2).

Altitude: Approx 820 ft (1,2)

Field: 4590 x 3940 ft (3,4)

Runway: No information

Facilities: Possibly barracks north of field (4).

Remarks:

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

2. Surrounding topography. Impossible to give detailed terrain description because of unreliability of topographical maps covering area.

3. Aircraft. Reliable source rpts 4-engine transports parked in near-by woods in autumn 1942 (4).

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

References:

1. J.G.S., 1:500,000, Khabarovsk Area Basic Map, Part II, 1939. Since map was "compiled and edited from 1925 Russian Map", it was considered unreliable by Japanese Intelligence (4). Area along Komsomol'sk-Volochayevka branch RR evaluated as (C-3), remainder of map pertaining to Siberia as (C-4).

2. AMS 5301, 1:1,000,000, Map No. NM53, 1944 (F-3).

3. ATIS Doc No. 32740, published 1945. Based on aerial photographs, 1943. (C-3)

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

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TROITSKOYE SEAPLANE BASE

49°28'N, 136°33'E

(Plate I-40)

T-16

Unconfirmed

Location: Near town of Troitskoye which is on SE bank of Reka (river) Amur 73 mi SSW of Komsomol'sk (3,4).

Altitude: 130 ft (1,2)

Alighting area: No information

Facilities: No information

Remarks:

1. Japanese Air Intelligence, Ch'ang-ch'un, Manchuria, received one aerial photograph taken in 1942 showing 2-3 seaplanes anchored on Reka Amur near Troitskoye. No other rpts confirming existence of seaplane base received (3).

2. Not listed in JANIS 73, Chap XII, Feb 1945; or on Airfield Map 54N-150E, Aug 1948; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1949 (T-16); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-16).

References:

1. J.G.S., 1:100,000, 67-TU Series, Map No. 16, 1940. Area surveyed in 1918. Seaplane base not shown on map. (C-3)

2. J.G.S., 1:500,000, T Series, Map No. 6, 1942. Seaplane base not shown on map. (C-3)

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

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

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

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URGAL
(Bureinskaya)

51°02'N, 132°49'E

T-9

Confirmed

Location: 1.5 mi NW of Urgal (Chikutame) coal mine; 1.5 mi SSW of Sredniy Urgal; approx 8.7 mi ENE of village of Urgal which is 18 mi east of Reka (river) Bureya, approx 26 mi ENE of Chekunda, 200 mi NW of Khabarovsk (1,2,4,8).

Altitude: Approx 1310 ft (1)

Field: Rectangular, 4590 x 500 ft NW/SE (1,2,3).

Runway: None (1,5)

Facilities:
1. No hangars (5,6,8)
2. 3 large steel gasoline tanks rptd at field (6).

Remarks:
1. Surrounding topography. Located on side of low gently sloping hill; ground rises gradually towards east; hills approx 300 ft high to east, NE; undulating ground to west (1). Map used to ascertain terrain suitability (1) based on Russian map dated 1911 (3); only approx form lines shown; topographic details other than road and RR alignment regarded by Japanese Intelligence as unreliable.
2. Field. Under construction Dec 1943 (1). Appeared to be ELG (6).
3. Runway. One informant rpts concrete runway 3000 x 100 ft (8).
4. Aircraft. 2-3 DB-3F (IL-4) observed in flight over Urgal area (7).
5. Rumor rptd that Russians planned to put through RR to Komsomol'sk (8).
6. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948, as Bureinskaya (T-14); on Airfield Map 54N-121E, Jul 1948, as Bureinskaya (T-9); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Bureinskaya (T-9).

References:
1. K.A.M., 1:100,000, Part II, Map No. 15, 1943 (B-2).
2. Special Report (K) 1943 (B-2).
3. ATIS Doc No. 32740, published 1945. Based on aerial photograph, 1943 (C-3)
4. Maizuru Interrogation, no number assigned, dated 15 Aug 1945; date of information unknown (F-6).

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5. ATIS Interrogation No. 16988, Sep 1946 - May 1948 (C-6).

6. ATIS Interrogation No. 9514, Jul 1946 - Jul 1947 (C-6).

7. ATIS Interrogation No. 13121, Apr 1947 - Oct 1947 (C-6).

8. FEAF Liaison Interrogation No. 757, Dec 1947 - Jun 1948. Field observed from hill 8 mi distant. (C-3)

CHEKUNDA NORTHEAST
(Tsuburikan, Urgal West)

50°52'N, 132°15'E

T-9

Confirmed

Location: 18.5 mi NE of village of Chekunda, which is 205 mi NW of Khabarovsk; 10 mi west of village of Urgal; 6.2 mi east of Reka (river) Bureya; 2.5 mi south of Reka Urgal; 0.75 mi south of RR leading to Urgal (Chikutame) coal mine; 5 mi north of Reka Dul'nikan (1).

Altitude: Approx 980 ft (1,2)

Field: Rectangular, 4590 x 500 ft, N/S (1,3,4).

Runways: None (3,4,5)

Facilities:
1. No hangars (5,7)
2. 3 large steel gasoline tanks at field (7).

Remarks:
1. Field called Tsuburikan by Japanese (3). AMS 5301, 1:1,000,000, Map No. NM53, 1944, and AAF Aeronautical Chart No. 203, 1944, locate Reka Urgal approx 25 mi north of location shown on J.G.S. Maps (1,2).
2. Surrounding topography. Slightly high ground along eastern edge of Bureya river valley; ground slopes gently upwards to SE; surrounding area undulating; no obstructions; extension possible (1,2). Maps used to ascertain terrain suitability (1,2) based on Russian map dated 1911 (3). Only approx form lines shown; topographic details other than positions of road, RR and the Bureya and Urgal rivers regarded by Japanese Intelligence as unreliable (3).
3. Field. Rptd under construction 1943 (1). Rptd not in operation 1947 (5,6), but appeared in good condition and probably could be put into immediate operation (6).

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4. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); on Airfield Map 54N-121E, Jul 1948 (T-9); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948, as Tsuburikan (T-9).

References:

1. K.A.M., 1:100,000, Part II, Map No. 15, 1943 (B-2). (See Remark No. 3 for evaluation of information on topography).

2. J.G.S., 1:500,000, Khabarovsk Area Base Map, Part II, published by Land Survey Bureau, J.G.S., 1941. Airfield not shown on map. (C-3)

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

4. ATIS Doc No. 32740, published 1945. Based on aerial photograph, 1943. (C-3)

5. ATIS Interrogation No. 13121, Apr 1947 - Oct 1947 (C-6).

6. ATIS Interrogation No. 8868, May 1947 (C-3).

7. ATIS Interrogation No. 16988, Sep 1946 - May 1948 (C-6).

CHEKUNDA
("Yakudoniya")

50°52'N, 132°15'E

(Plate I-46)

T-10

Confirmed

Location: Approx 2 mi ENE of village of Chekunda which is 205 mi NW of Khabarovsk; 1 mi east of Izvestkovaya - Urgal RR leading to Urgal (Chikutame) coal mine; 2 mi east of Reka (river) Bureya (1).

Altitude: Approx 1115 ft (1)

Field: L-shaped, 4920 x 1640 ft, N/S; 4920 x 1640 ft, E/W (1,2); grass (1,2).

Runway: 3280-3940 x 330 ft N/S, concrete (2,3,6,9,12). Paved taxiway in semi-circle to east (2). One informant rpts 2 parallel concrete runways (12); probably one is taxiway.

Facilities:

1. No hangars (5,6,8,9). One source rpts 2 galvanized iron hangars with flat roofs (12).

2. 15 uncovered, dirt bomber rvts; 7 uncovered, dirt fighter rvts (2).

3. Fuel storage 0.25 mi to SW (2), possibly 4 above-surface, gasoline storage tanks (9).

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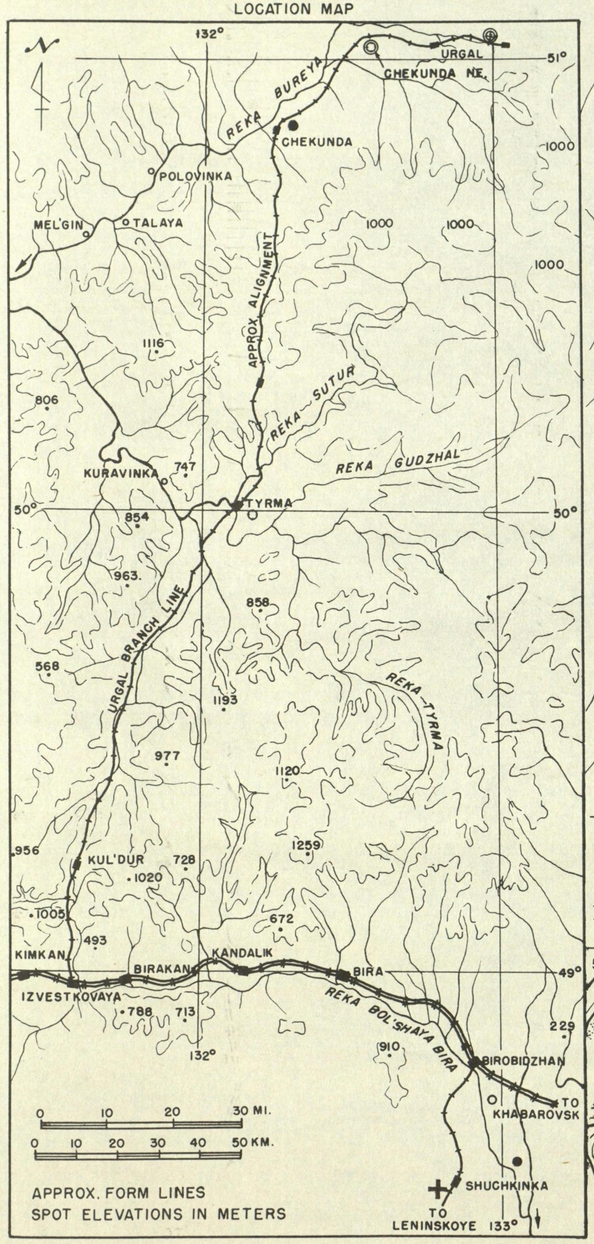
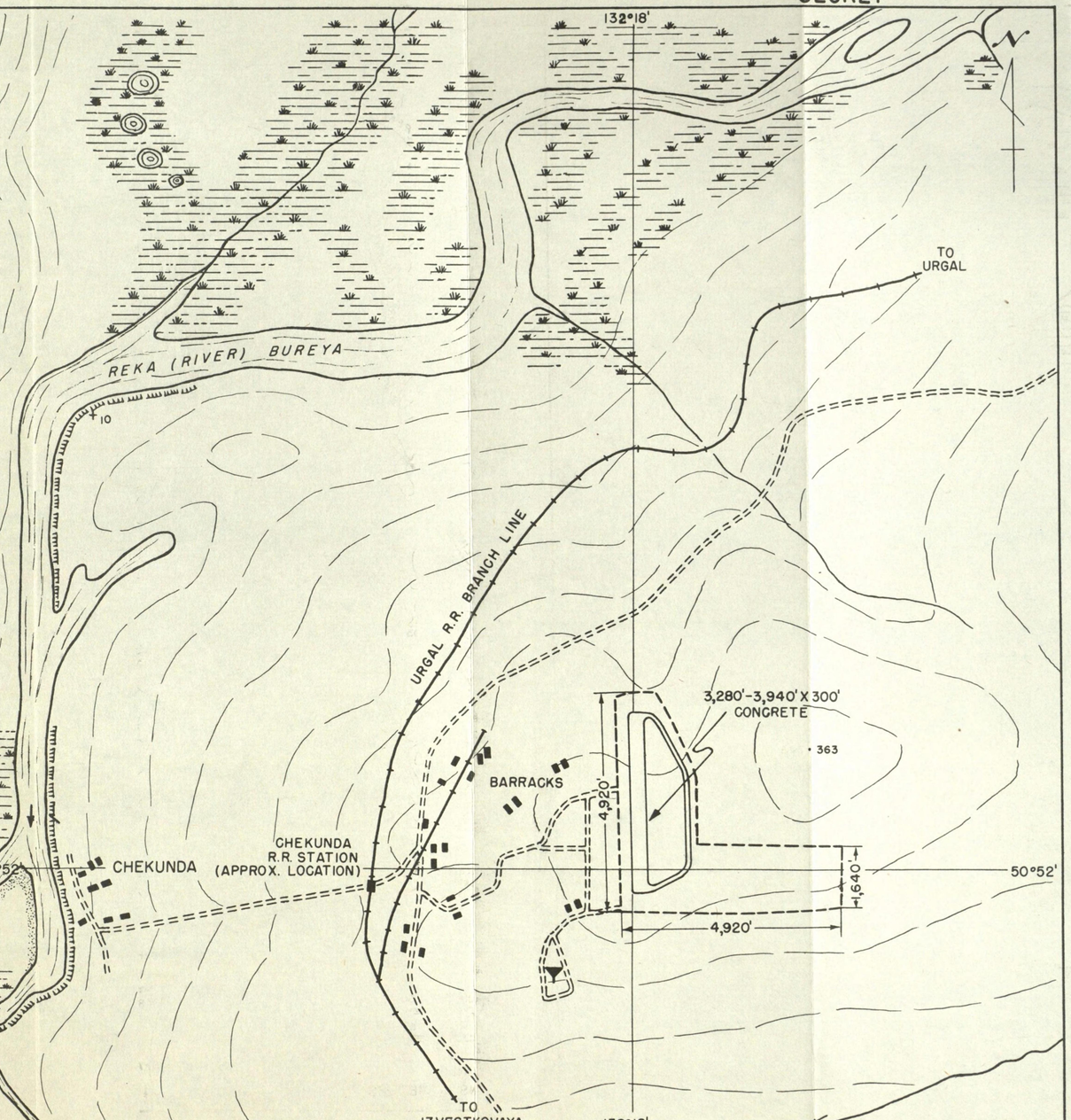
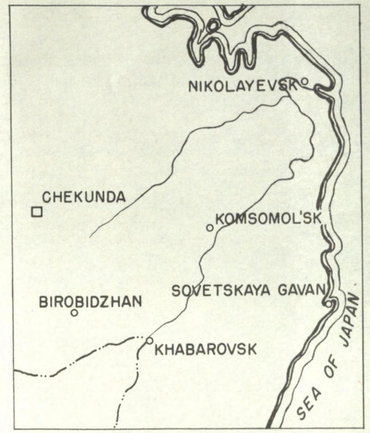
SECRET

LOCATION MAP







ORIENTATION MAP

MAP BASED ON K.A.M. 1:100,000, PART II, MAP NO. 15, 1943, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1/4 1/2 1
MILES

0 1 2
KILOMETERS

FORM LINES APPROX. 20 METER INTERVALS
SPOT ELEVATION IN METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

CHEKUNDA
AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-46

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4. Barracks west of field (2,7). One source rpts only one small barracks bldg in SW corner housing 16 men (12).

Remarks:

1. Surrounding topography. High ground in Bureya river valley;hill approx 75 ft high just east of N/S runway and immediately north of E/W section of field; hills 790 ft high 7.5 mi to north, 640 ft high 3.7 mi to NW, 720 ft high 8.5 mi to west; mountain 1270 ft high 7 mi to NW (1).

2. Weather. Prevailing wind from south. Winter minimum temperature -49°F, average -31°F; summer average 86°F. Snowfall Dec - Jan, average 1 ft. Early morning mist Jun (12).

3. Runway. One informant rpts N/S gravel runway 4750 x 250 ft; medium bomber largest aircraft able to use field (4). Another informant describes field as ELG utilized by army trainers (5).

4. Aircraft. 5 bombers Dec 1945 (6); no planes observed at field Aug 1947 (9,12); only one PO-2 trainer observed in flight daily over Chekunda area (12); 2 transports rptd parked on field (10); 2-3 single-engine trainers rptd on field Apr - Oct 1947 (7); 3 damaged aircraft on field (10).

5. Facilities. 5 underground tunnels with wooden doors covered with barbed-wire observed near field (8). Possibly underground hangars dug into side of near-by hill (11). Abandoned bldgs in north section of field (12).

6. 2.5 ton U.S. made truck used to haul supplies from RR station (12).

7. 25 men rptd stationed at field (6).

8. Not listed in JANIS 73, Chap XII, Feb 1945; listed in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-6); on Airfield Map 54N-121E, Jul 1948 (T-10); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-10).

References:

1. K.A.M., 1:100,000, Part II, Map No. 15, 1943 (B-2).
2. Special Report (K), 1943 (B-2).
3. ATIS Doc No. 32740, 1945 (C-3).
4. ATIS Interrogation No. 12479, Oct 1946 (C-3).
5. Eighth Army Interrogation No. 1397-23, Apr 1947 (D-4).
6. Eighth Army Interrogation No. 1213-45, Dec 1945 (D-3).
7. Eighth Army Interrogation No. 1121-27, Apr 1947 - Oct 1947, (D-3).
8. Eighth Army Interrogation No. 1232-31, Oct 1946 - Jan 1947 (D-3).
9. Eighth Army Interrogation No. 1203-38, Aug 1947. Informant cut grass at field occasionally during

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3-month period. (D-3)
10. Eighth Army Interrogation No. 1131-31, Jul 1946 - Jul 1947 (D-3).
11. Maizuru Interrogation No. 74, Feb 1946 - Jul 1947 (C-6).
12. Maizuru Interrogation No. 319, Aug 1947 (C-3).

TYRMA

50°02'N, 132°08'E

(Plate I-46)

T-12

Confirmed

Location: Exact location unknown; probably 2.5 mi ESE of Tyrma RR station which is on the Urgal RR branch line; 2.5 mi east of Reka (river) Tyrma; 3.5 mi SE of confluence of Tyrma and Sutyr rivers; approx 85 mi NNW of Birobidzhan (7,13,14,17,20,22).

Altitude: Approx 1440 ft (1)

Field: Possibly 3280 x 1640 ft (22); area overgrown with weeds and grass 1.5 ft high (4,5,16,20,22).

Runways: Dirt runway rptd (8,12,21)

Facilities:
1. No hangars (3,4,5,6,7,9,13,17,20,21).
2. 1-2 wooden warehouse-like bldgs (8,12,16,20), also rptd as hangars used as warehouses 1945-1948 (15) either in NE (20) or SE (8) section of field; rptd storing construction equipment (tractors, rollers, machine tools, cement) (20).
3. 8 small log huts in SE corner (8).

Remarks:
1. AMS and AAF Aeronautical Charts locate town of Tyrma at 50°28'N, 131°17'E and Tyrma winter quarters at 50°02'N, 132°09'E. According to K.A.M., 1:100,000, Part II, Map No. 16, 1943, it is the reverse. Also K.A.M. shows RR running approx due north to Chekunda and not NW to Tyrma winter quarters (town of Tyrma on AMS Map). Terrain in vicinity of 50°28'N, 131°17'E (Tyrma according to AMS, and Tyrma winter quarters according to K.A.M.) is very mountainous and unsuitable for airfield site. According to sketches and descriptions of PW's who were in Tyrma area, field is at town of Tyrma as shown on K.A.M., and town is incorrectly located on AMS and AAF Aeronautical Charts.

2. Surrounding topography. Topographic details in Tyrma area taken from Russian map dated 1909, therefore accuracy questionable and no detailed terrain description possible. Following is based on interrogation rpts which in general check with terrain as shown on Japanese Intelli-

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gence Map (1). Field situated on top of hill or on high ground (4,5,6,8,9,12,13,16,20,21) surrounded by trees (4,9,13,16,18). Surrounding area undulating (11); described as low mts (8).

3. Weather. Prevailing wind from north (13,15); heavy rains May-Jun, sometimes turning into hail in Aug; heavy fog rptd, visibility poor (15).

4. Field. Appeared abandoned 1946-1948 (4,5,9, 16,19,20,21,22); possibly used as ELG (7,21,22). One informant heard that Russians were planning to put field into operation after May 1948 (20). Drainage poor (15). Area just south of confluence of Tyrma and Sutyr rivers, approx 1 mi south of RR station, used as landing ground when rivers frozen (13). Rpts on field dimensions fragmentary and conflicting. Figures for length vary from 2600 to 3280 ft (4,12,16, 20), with 2 people rptg 6560 (7,14) and 2 rptg 1300 ft (6,8). Width rptd 1640-2620 ft (4,7,12) to 3280 ft (6,14,16,20).

5. Runway. Rpts fragmentary and conflicting. Dimensions rptd as 3280-6560 x 330 ft (13,20,21) with one informant rptg 1300 x 160 ft (8). One informant rpts asphalt runways (20).

6. Aircraft. 2-3 civilian planes rptd using field Mar 1947 - Aug 1948, exact date unknown (13); no aircraft stationed on field, and only emergency landing observed Mar 1946 - May 1948 (22).

7. Facilities. Bldgs rptd being torn down and used for firewood by local inhabitants, (19). 3-story wireless station with 2 steel antennae approx 30 ft high located on hill approx 20 mi SE of RR station, WSW of field; constructed 1948; 30 Russian civilians rptd working in bldg (20).

8. Combination thermoelectric plant and machine shop built in Jan 1948, 500 yds east of field (15). Army hospital No. 1407 one mi NE of field (13,15).

9. Gravel road on north side of field (8).

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

References:

1. K.A.M., 1:100,000, Part II, Map No. 16, 1943 (B-3).
2. Eighth Army Interrogation No. 1119-35, Jan 1946 - Feb 1946 (D-4). Field observed 3 times (D-4).
3. Eighth Army Interrogation No. 1183-30, Mar 1946. Field observed 4 times from passing truck at distance of approx 300 ft. (D-3)
4. Eighth Army Interrogation No. 1163-9, Sep 1946. Field observed 3 times. (D-3)
5. Eighth Army Interrogation No. 1105-51, Nov 1946 (D-3).

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6. Eighth Army Interrogation No. 1107-30, Oct 1946. Field observed from near-by hill. (D-3)
7. Eighth Army Interrogation No. 1069-45, May 1947 (D-3).
8. Eighth Army Interrogation No. 1397-38, Jun 1947 (D-3).
9. Eighth Army Interrogation No. 1653-33, Jun 1947 (D-3).
10. Eighth Army Interrogation No. 1124-31, Jul 1947 (D-3).
11. Eighth Army Interrogation No. 1110-19, Aug 1947 (D-3).
12. Eighth Army Interrogation No. 1117-37, Aug 1947 (D-3). Field observed twice (D-3).
13. Eighth Army Interrogation No. 1715-7, Mar 1947 - Aug 1948 (D-3).
14. Maizuru Report (No no. assigned) Aug 1948 (C-3).
15. Maizuru Report No. 132, Jun 1948. Field observed Dec 1945 - Feb 1948 from PW camp 207. (C-3)
16. ATIS Interrogation Report No. 14880, Aug 1947. Informant observed field while hauling lumber over road connecting field with town. (C-3)
17. ATIS Interrogation Report No. 10753, Nov 1946 - May 1947. Field observed 3 times from passing truck at distance of 330 ft. (C-3)
18. ATIS Interrogation No. 9695, Aug 1947. Hearsay. (C-3).
19. ATIS Interrogation Report No. 14931, Sep 1947. Hearsay. (C-3)
20. (a) ATIS Interrogation Report No. 17812, May 1948; re-interrogation of
    (b) Maizuru Interrogation No. 132. (Ref 15)(C-3)
21. ATIS Interrogation Report No. 17814, May 1947 - May 1948 (D-3).
22. FEAF Liaison Interrogation No. 696, May 1946 - Mar 1948. Informant worked as lumberjack in area and observed field many times, occasionally from within field area. (C-3)

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BIROBIDZHAN
(Birobidzhan North)

40°48'N, 132°56'E

(Plate I-47)

T-12

Confirmed

Location: Approx 4.5 mi SSE of Birobidzhan; 5 mi SSE of Birobidzhan RR station; 1.5 mi east of Reka (river) Bol'shaya Bira; just east of Birobidzhan-Leninskoye gravel road; 2 mi SW of Trans-Siberian RR (1).

Altitude: Approx 330 ft (1)

Field: 3280 x 2300 ft (3)

Runway: Possibly gravel runway (See Remark No. 1).

Facilities:

1. 1-4 hangars (6,7,8,9,12,13,14,15) to west of field (5); capacity 3 fighters each (5).

2. 12 uncovered dirt rvts near hangars (5); 20 medium or small uncovered and 7 covered rvts (3).

3. 3-5 bldgs (5,6) south of hangars (5); west of field (15). Possibly storehouses (6).

4. Wind sock (15).

Remarks:

1. Formerly a civil airfield. Possibly now used by both army and civil aircraft. A few interrogation rpts indicate a field near Birobidzhan equipped with gravel or concrete runway (8,9,13,15). Since paved runways confirmed at Birobidzhan South field, 15.5 mi south of town, some of above rpts could apply to this field, and only one (15) can be relied upon as pertaining to Birobidzhan airfield. This informant rpts gravel runway 9800 x 165 ft, 4 brick hangars, one wooden barracks bldg, wind sock, and 2 floodlights or searchlights; informant observed field from distance of 700 ft while going to and from work Feb 1946.

2. Surrounding topography. Level, grassy plain; no obstructions; further extension possible (1,5,6,10,11,15).

3. Weather. Average winter temperature -50°F; summer temperature about 85°F. Snow begins early Nov and thaws late Apr; averages 5 in. Rainy season Apr-May (15).

4. Field. Possibly extended to 6560 x 3280 ft by 1947 (6). Drainage facilities in field unknown (15).

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5. Aircraft. 10 P-51's, 20-30 twin-engine, pursuit planes, 5 light bombers, parked on field Nov 1946 - Dec 1948 (8). 4 LA-5's, 4 obsolete I-153 trainers, on field Feb 1946 (15); 2 single-engine biplanes on field Jun 1947 (6).

6. Warehouses with spur line located approx one mi NNW of field (1,2).

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

References:

1. K.A.M., 1:100,000, Part II, Map No. 18, 1943 (B-3).

2. ATIS Town Plan of Birobidzhan, May 1948 (C-3).

3. ATIS Doc No. 32740, 1945, date of information 1943 (C-3).

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

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

Eighth Army Interrogations

6. No. 705-38, Jun 1947. Field observed from distance.(D-3).

7. No. 1146-12, Nov 1947 (D-3).

8. No. 1188-30, Nov 1946 - Dec 1946 (D-3).

9. No. 1382-50, May 1948 (D-3).

10. No. 1469-18, Aug 1947 (D-3).

11. No. 1597-46, Aug 1948. Informant observed field once from passing train. (D-3)

12. No. 514-46, Jul 1946 (D-3).

13. No. 701-45, Aug 1946. Field observed from passing truck. (D-3)

14. No. 680-13, May 1947. Informant passed field on way to Nakhodka. (D-4)

15. Maizuru Interrogation Report No. 291, Feb 1946. Informant observed field from distance of 700 ft while going to and from work. (C-3)

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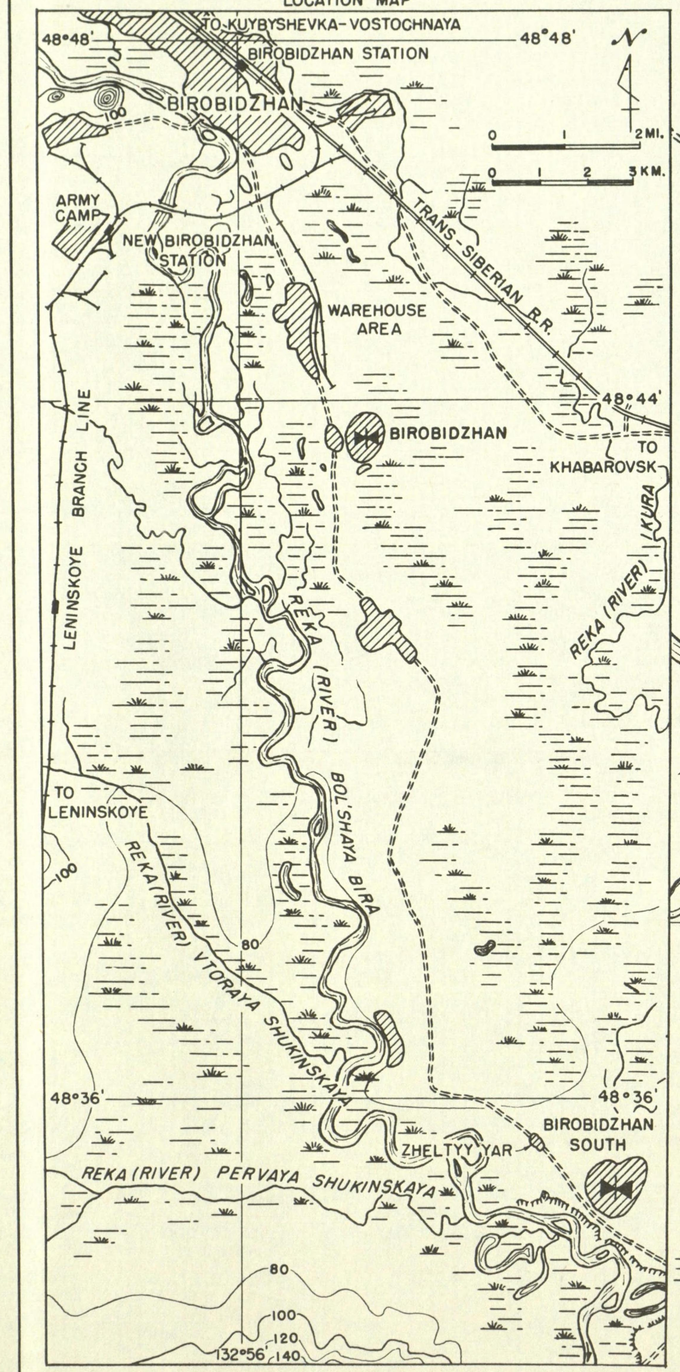
By TWD NARA Date 12/20/11

SECRET

LOCATION MAP



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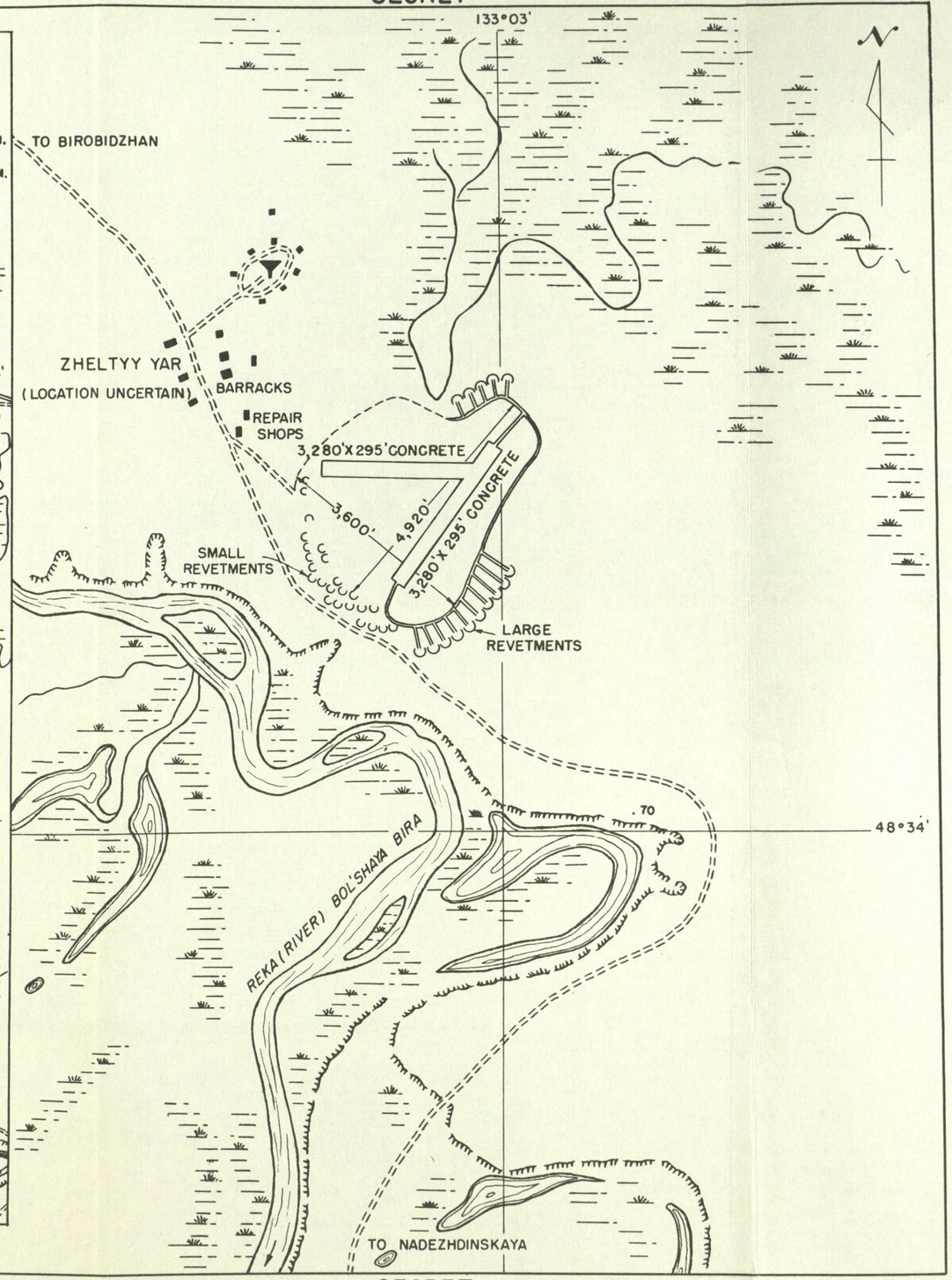

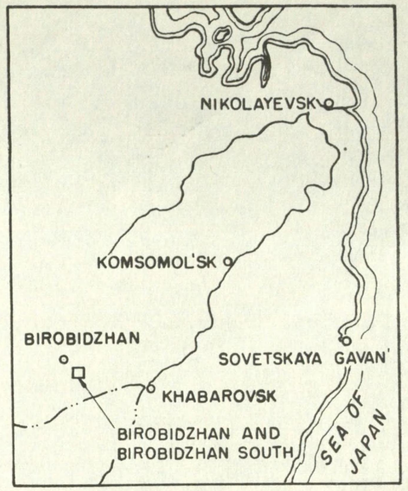

ORIENTATION MAP

MAP BASED ON K.A.M. 1:100,000, PART II, MAPS NOS. 13 AND 18, 1942, AND ATIS DOC. 32740 WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1/4 1/2 1 MILES

0 1 2 KILOMETERS

SPOT ELEVATION IN METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

BIROBIDZHAN SOUTH AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-47

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By SJ NARA Date 12-19-11

BIROBIDZHAN SOUTH
(Kazanka, Zheltyy Yar)

40°48'N, 132°56'E

(Plate I-47)

T-10

Confirmed

Location: Approx 15.5 mi SSE of Birobidzhan RR station; NE of Reka (river) Bol'shaya Bira and Birobidzhan-Nadezhdinskaya dirt road; approx 0.5 mi SE of village of Zheltyy Yar; approx 7 mi north of village of Kazanka (1).

Altitude: Approx 200 ft (1)

Field: Irregular shape, approx 4920 x 3600 ft (2).

Runways: V-shaped with apex to NE; 3280 x 295 ft NNE/SSW, concrete; 3280 x 295 ft E/W, concrete, (2,3,4).

Facilities:

1. Barracks and repair shop NW of field (2).
2. Fuel storage north of barracks NW of field (2).
3. 10 large uncovered rvts in SE section, 5 in NE section of field; 24 medium or small covered and uncovered rvts south of field (2).
4. Possibly 2 hangars (4).
5. One source rpts radio antennae, control tower, warehouses (4).

Remarks:

1. Surrounding topography. Open, level plain; ground soft; no obstructions; further extension possibly (1).
2. Field. Enclosed with barbed-wire fence (4).
3. Air brigade Hqs, ground force, located in Birobidzhan area. Composite air regt stationed at field 1944. (2)
4. Not listed in JANIS 73, Chap XII, Feb 1945; listed on Airfield Map 54N-121E, Jul 1948 (T-10); in Summary of Air Facilities in USSR East of 100°E Apr 1948 (T-10); in A/F and Seaplane Sta, SE Siberia, Hq USAF and ONI, Dec 1948 (T-10).

References:

1. K.A.M., 1:100,000, Part II, Map Nos. 13, 18 and 19, 1942 - 1943 (B-3).
2. ATIS Doc No. 32740, 1945 (C-3).
3. ATIS Doc No. 28177, 1944 (C-3).
4. ATIS Interrogation Report No. 7321, Vol 44, p 73, 20 Sep 1946. Informant observed field once while passing. (C-4)
5. Special Report (K) 1943 (C-3).

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SHUCHKINKA
(Shukinka)

48°35'N, 132°49'E

(Plate I-48)

T-14

Confirmed

Location: 2.25 mi SW of Shuchkinka RR station which is on Birobidzhan-Leninskoye branch line; 0.3 mi west of Birobidzhan-Leninskoye road; 9 mi north of Birofel'd; 17 mi SSW of Birobidzhan (1,2).

Altitude: 360 ft (1,2)

Field: Circular, approx 3600-3690 ft in diameter (1,2,3).

Runway: No runway (3,4)

Facilities: 10 large and 13 medium or small uncovered rvts (3).

Remarks:

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

2. Surrounding topography. Level grassland with open approaches to NE, east, south and SW. Low hills 300-700 ft high to west; mts 950-1230 ft approx 4 mi to NW, reaching 1740-1880 ft 8-9 mi to NW and NNW. Hill 885 ft high 2.25 mi to NNE; Khrebet (mt) Uldura 1730 ft high 6.8 mi to SE.

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

References:

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

2. Japanese Town Plans of Eastern Soviet, 1:25,000, Jul 1941 (B-3).

3. ATIS Doc No. 32740, published 1945. Based on aerial photographs, 1943. (C-3)

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

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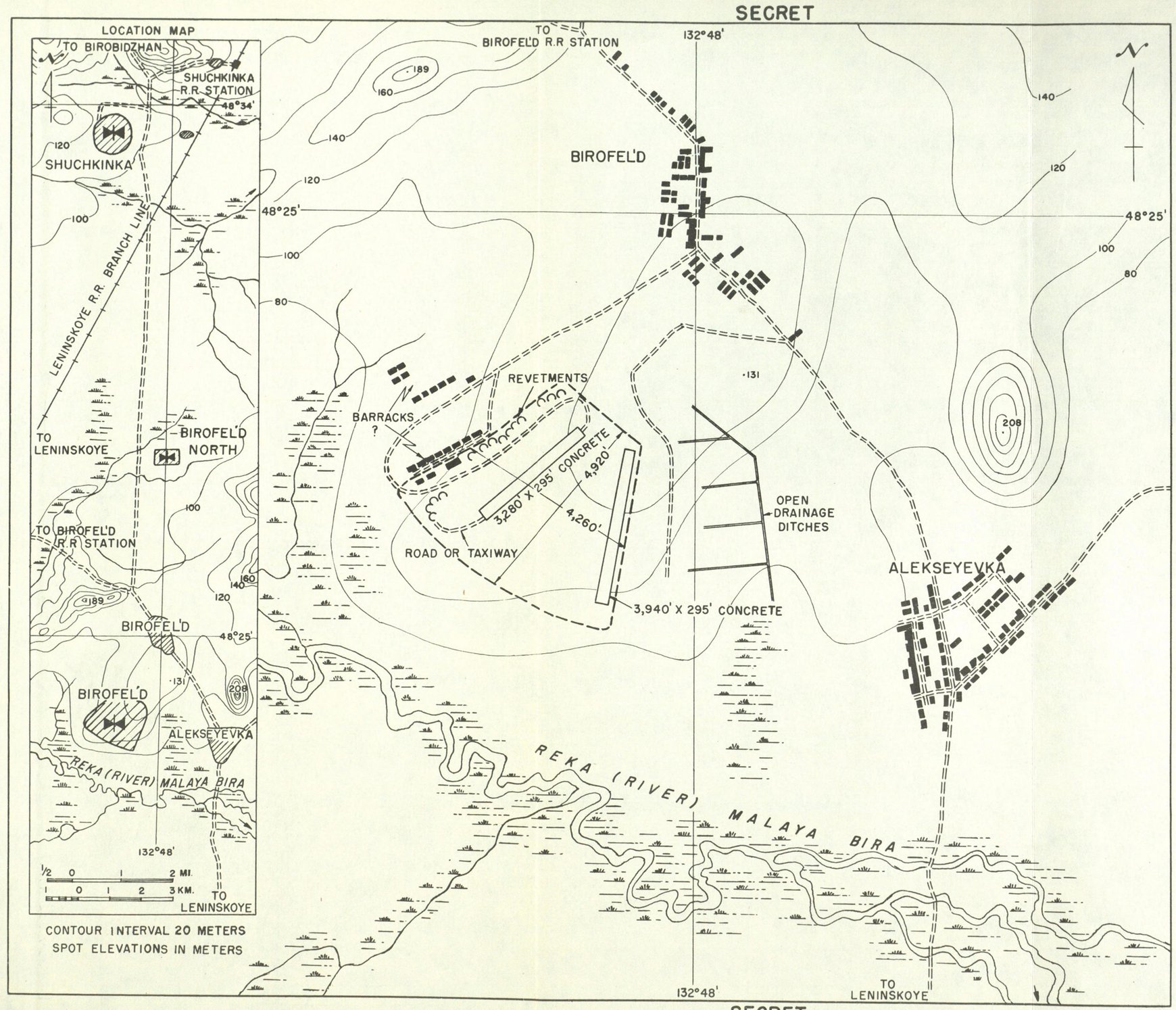
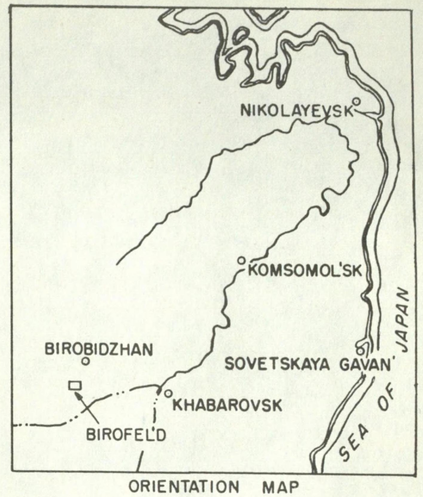
SECRET

LOCATION MAP

CONTOUR INTERVAL 20 METERS
SPOT ELEVATIONS IN METERS





ORIENTATION MAP

MAP BASED ON K.A.M. 1:100,000, PART II, MAP NO. 19, 1942; ATIS DOC. NO. 32740, WITH MODIFICATIONS AND ADDITIONS FROM INTERROGATION REPORTS.

SCALE

0 1/4 1/2 1 MILES

0 1 2 KILOMETERS

CONTOUR INTERVAL 20 METERS
SPOT ELEVATIONS IN METERS

SOUTHEASTERN SIBERIA

GENERAL HEADQUARTERS
Military Intelligence Section
General Staff

BIROFEL'D
AIRFIELD

G-2 GEOGRAPHICAL SECTION

PLATE I-48

SECRET

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Authority 841506
By SJ NARA Date 12-19-11

BIROFEL'D NORTH
(Uldura)

48°25'N, 132°48'E

(See Location Map, Plate I-48)

T-14

Confirmed

Location: Approx 3 mi north of Birofel'd; immediately east of Birobidzhan-Leninskoye road, 3.75 mi NE of Birofel'd RR station (1).

Altitude: 295 ft (1)

Field: 3940 x 1970 ft E/W (2).

Runway: None (2)

Facilities:
1. 28 medium or small uncovered rvts (2).
2. 6 small uncovered dirt fighter rvts to south (3).

Remarks:
1. Field listed as T-14 rather than T-12 because information not recent.
2. Surrounding topography. Level, grassy plain; mountains 1340 ft high 3.5 mi to east reaching peak of 1800 ft 5.5 mi to ENE; open approach from NE, SE, south and SW; hills averaging 500 ft 7 mi to NW (1).
3. Not listed in JANIS 73, Chap XII, Feb 1945; listed on Airfield Map 54N-121E, Jul 1948 (T-12); in Summary of Air Facilities in USSR East of 100°E, Apr 1948 (T-14); in A/F and Seaplane Sta, Hq USAF and ONI, Dec 1948 (T-12).

References:
1. K.A.M., 1:100,000, Part II, Map No. 19, 1942 (B-3).
2. ATIS Doc No. 32740, published 1945. Based on aerial photographs, 1943. (B-3)
3. Special Report (K) 1943 (B-3).

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BIROFEL'D

48°25'N, 132°48'E

(Plate I-48)

T-10

Confirmed

Location: 1.2 mi SW of town of Birofel'd; 4 mi SE of Birofel'd RR station; 1.5 mi north of Reka (river) Malaya Bira; 1.2 mi west of Birofel'd-Leninskoye road; 30 mi SSW of Birobidzhan (1).

Altitude: 330-390 ft (1)

Field: 4920 x 4260 (1,2)

Runways: Open V-shaped, concrete; 3940 x 295 ft NNE/SSW, 3280 x 295 ft NE/SW (2).

Facilities:

1. Many rvts (5); possibly 13 large and 19 small or medium uncovered rvts with 5 small or medium covered rvts at west and NW of NE/SW runway (2). Few located at south end of NNE/SSW runway (2,3).

2. Barracks NW of field (2).

3. 4-6 wooden hangars rptd with galvanized iron roofs (4,5). Bldgs shown on J.G.S. map (2), located just north of taxiway on west edge of field, are possibly hangars.

Remarks:

1. Surrounding topography. Open grassland in Malaya Bira river valley; hills 300 ft high 3 mi NE of field reaching peak of 1700 ft (Khrebet (mt) Uldura) 8.7 mi to NE; hills 960 ft high approx 7 mi to SSW; unlimited open approach from SW, SE and NNE; 9 mi wide, level valley beyond low hills to NW and north (1). Open drainage ditch to east of field (2).

2. Aircraft. 10-20 twin-engine light bombers (4, 9,10) and 4-6 fighters, type unknown, (4,8) observed parked on field. Several sources (7,9) rpt observing 20 fighters, type unknown.

3. Dirt road connects field with town of Birofel'd (1).

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

References:

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

2. ATIS Doc No. 32740, published 1945. Based on aerial photographs, 1943. (B-3)