

FORMOSA

325:408

~~5440/4~~

Reg. T-152
copy

U. S. CONFIDENTIAL
(BRITISH CONFIDENTIAL)

COPY No. 27

PHOTO INTELLIGENCE REPORT No. 408

OFFICE OF THE
ASSISTANT CHIEF OF AIR STAFF, INTELLIGENCE
WASHINGTON, D. C.

U. S. CONFIDENTIAL
(BRITISH CONFIDENTIAL)

U. S.
CONFIDENTIAL
(BRITISH CONFIDENTIAL)

Office of the
Assistant Chief of Air Staff, Intelligence

PHOTO INTELLIGENCE REPORT NO. 408

Locality OKAYAMA, FORMOSA Project No. ----
Coordinates 22° 47.5' N - 120° 15' E Photo No. M11/6 21 PS LV 15-LV 27, RV15-RV27,
TV4 - TV7
Date of Photography 7 November 1943
Photographed by AAF Quality Good
Map Reference Tainan, Formosa(Taiwan), Sheet 13, Army Map Service, 1943, R.F. = 1:250,000
Approximate Scale 1/15,000 Date of Report 15 December 1943

Approved by :

C. M. E.
C. M. ELLERBE
Major, Air Corps
Chief, Photo Intelligence Branch

OKAYAMA AIRDROME

Location: West of Okayama in Okayama Gun southwestern part of Formosa (Taiwan).
Area Covered: Airdrome and military installations in vicinity of Okayama.
Reference Point: Intersection of center lines of the two central runways.
Map Location & Coordinates: About 2.4 miles west of location of town of Okayama on map. Airdrome is immediately adjacent and to the south of Tiek-a-kang-k'e (river). Note: Location of airdrome on map is indicated as east of town, which is incorrect.
Coordinates: 22° 47.5' N - 120° 15' E.
Air Landmarks: Prominent isolated hill about 1500 feet in diameter is located about 1.3 miles to southwest of center of Airdrome.
Obstructions to Landing: Approach zone obstructions: Prominent hill 1.3 miles SW of center of airdrome. Hangars and buildings to east and southwest of field. Chimney in midst of buildings to southwest and east and radio towers among buildings to east.
Surface obstructions: Hangars on east and southwest parts of field, revetments in west corner and shooting in butt at north margin.
Runways: a. Approx. E-W and 3,400' x 260'
b. Approx. N-S and 3,300' x 260'
c. Approx. NE-SW and 3,200' x 260'
d. Approx. NW-SE and 3,700' x 260'
Four principal runways and taxiways from aprons to runways are paved with a dark material, possibly asphalt. Hangar aprons white and appear to be concrete. Taxiways to runways about 135 feet wide.
Surface & Drainage (excluding runways): Surface appears to be sodded and even. Drainage pattern seen over entire field. Proximity to filled and marshy ground suggests a drainage problem.

U. S.
CONFIDENTIAL
(BRITISH CONFIDENTIAL)

U. S.
CONFIDENTIAL
(BRITISH CONFIDENTIAL)

Markers: No markers observed.

Hangars: Three (3) hangars, each 185' x 185', in southwest part of field, sawtooth type roof. Apron - 525' x 1130'.

Three (3) hangars on east side of field, one is 270' x 185' and two are 165' x 185', sawtooth type roof. L-shaped apron 1130' x 1140' x 525'.

Three (3) other buildings, peaked roof type, outside field to east. Appear to be hangars. One with black roof, 220' x 150'. Two with lighter roofs, 170' x 150'.

Miscellaneous Facilities: Shooting-in butt in northeast corner of field. Range marks also visible.

Storage, (ammunition, water & fuel.): Pyramidal structures with truncated tops may be revetted ammunition stores. Four (4) have been located at various points around field. There is also a possibility that these may have been intended as air raid shelters.

Radio: Three (3) radio towers present in administration and control buildings area.

Unidentified installation, possibly radar, 2.3 miles ESE of airdrome center.

Night Landing Facilities: None located.

Buildings: Revetted buildings: Two (2) small revetted buildings at northeast corner of field. Four (4) pyramidal structures mentioned in paragraph "Storage" may be revetted buildings, possibly stores or air raid shelters.

Approximately 30 miscellaneous buildings in administration building area, not including hangars. These are in a variety of sizes up to about 250' x 60'. Several show paint camouflage on roofs.

Approximately 70 miscellaneous buildings in probable assembly plant. Eleven (11) of the largest of these are of the saw-tooth roof type, varying from about 135' x 150', to about 225' x 250' (two under construction). Seven (7) large peaked roof buildings resembling hangars vary from 125' x 125', to about 170' x 195'.

Group of barracks-like buildings immediately to northeast of probable assembly plant includes about 105 buildings, 125' x 100' in size.

Unidentified buildings, possible stores and warehouses to the northeast of the probable motor pool. These vary in size from 40' x 100', to 50' x 300'. Also, one saw-tooth roof building 100' x 150'.

Three (3) 50' x 110' buildings, probably repairs and stores for motors in probable motor pool area.

Approximately 35 buildings, excluding hangars, in storage and warehouse area to southwest of field. Nine (9) of the larger storage and warehouse buildings are about 60' x 350'. Two (2) more are under construction.

Aircraft dispersal: Dispersal areas, each with three (3) taxiway approaches, to northeast, southeast and southwest. Also via highway to hardstands northwest of probable motor pool.

Taxiways. Cleared to about 120-foot width, and appear in part to be paved to about a 45-foot width in the northeast dispersal area.

Fifty (50) lyrate-form double revetments distributed as follows:

(cont'd)

U. S.
CONFIDENTIAL
(BRITISH CONFIDENTIAL)

U. S.
CONFIDENTIAL
(BRITISH CONFIDENTIAL)

20 in dispersal area to northeast.

8 in dispersal area to southwest.

12 in dispersal area to southeast.

10 scattered along north and northwest margin of field.

All revetments of unusual lyrate form with constricted opening. The revetments are earth fill with sloping sides. Walls at entrance also tapering so that aircraft wing may pass over toe of slope on each side. Excavation for fill to be observed adjacent to each revetment. Revetments partially divided by short partition from wall opposite opening. Opening small, but approximately 50' wide or a little less.

Hard standings:

1. Dispersal around northwest and southwest sides of probable motor pool area to north of probable aircraft assembly plant. Connected by highway to airfield. Also along same highway.

2. Six (6) hardstands adjacent to probable motor pool.

Four (4) hardstands along connecting highway.

No hangarettes.

No camouflage, cover or concealment

Transportation and
Communication:

Railroads: Airdrome served by railroad from town of Okayama through probable aircraft assembly plant to south side of administrative and control area; also by railroad to southwest corner of field from direction of probable sugar refinery south of Okayama. Trackage believed to be narrow gauge. Principal railroad of area is north-south through town of Okayama, and probable sugar refinery to south where many sidings are observed.

Highways: Airdrome tied to town of Okayama by network of roads, one of which, extending northeastward from the administrative and probable assembly plant areas appears to be a 30' paved road. This is cleared to about a 75' width and used in part for a taxiway. The north-south highway through the town of Okayama is about 40' wide with 20' wide bridges, surface undetermined.

Military Defenses:

Barracks areas to northeast of probable aircraft assembly plant discussed in paragraph "Buildings".

Small barracks also at A/A positions.

A/A battery on hill southwest of airdrome.

Light A/A positions, 8 in number, near east margin of airfield, north of administration and control buildings.

Aircraft Activity:

Number of planes:

7 Single engine planes

11 Twin-engine planes

All aircraft near administration and control area.

Other Activity:

Probable motor pool ENE of Airdrome.

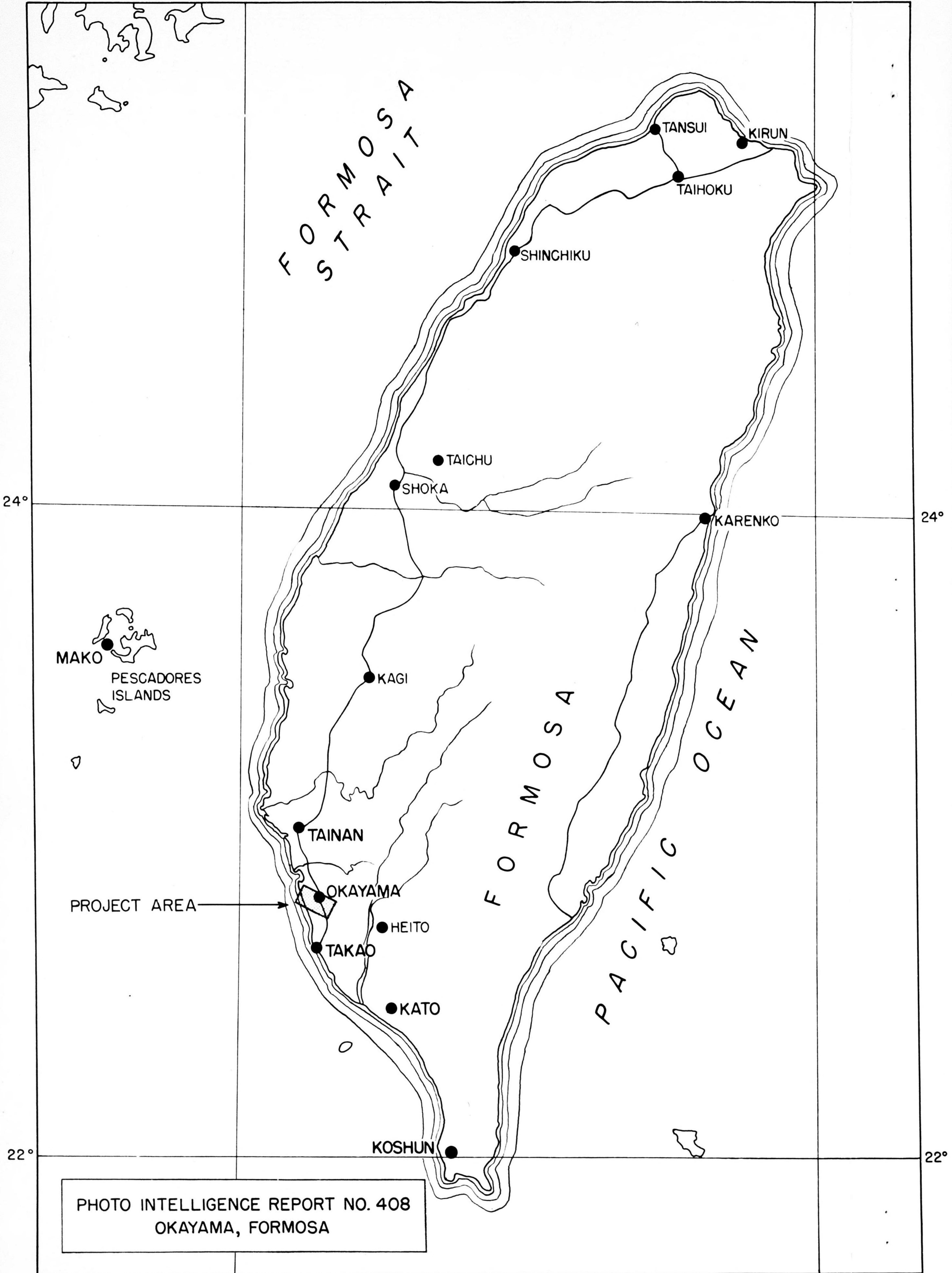
Probable sugar refinery about 3.8 miles SE of airdrome.

U. S.
CONFIDENTIAL
(BRITISH CONFIDENTIAL)

MOSAICS

120°

122'



24°

24°

MAKO

PESCADORES
ISLANDS

PROJECT AREA

22°

22°

PHOTO INTELLIGENCE REPORT NO. 408
OKAYAMA, FORMOSA

725.17

120°

122°

