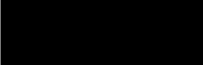


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MEMO TO THE HOLDERS OF THE   
ESTIMATE OF THE COMMUNIST CHINESE  
AIR THREAT AGAINST INDIA  
DATED JANUARY 1963

25X1X7

6 May 1964

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6 May 1964

25X1X7 MEMORANDUM FOR: Holders of [REDACTED] Estimate of the Chinese Communist Air Threat to India," dated 17 January 1963

1. Attached are revisions of the appendices to the above estimate designed to provide up-to-date information on Chinese Communist air order of battle.

2. The conclusions of the estimate (paragraphs 33-38) remain basically valid. The entire matter of the Chinese Communist threat to India is currently under review, including the papers [REDACTED] Estimate of the Chinese Communist Ground Threat to India from Tibet and Sinkiang" and [REDACTED] Estimate of Chinese Communist Capabilities for Attacking India Through Burmese Territory," both dated 14 August 1963.

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25X1X7

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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APPENDIX A

CCAF/CCNAF AIR ORDER OF BATTLE\*

<u>TYPE OF AIRCRAFT</u>	<u>ROLE</u>	<u>CCAF</u>		<u>CCNAF</u>	
		<u>NO.</u>	<u>TOTAL</u>	<u>NO.</u>	<u>TOTAL</u>
		<u>17 JANUARY 1963</u> <sup>a/</sup>		<u>15 APRIL 1964</u> <sup>a/</sup>	
FAGOT (MIG-15)	Jet Ftr (Day)	690		620 <sup>b/</sup>	
FRESCO (MIG-17)	Jet Ftr (Day)	785		780	
FRESCO D (MIG-17D)	Jet Ftr (LAW) <sup>c/</sup>	145		145	
FARMER (MIG-19)	Jet Ftr (Day)	60		80 <sup>d/</sup>	
			1,680		1,625
BEAST (IL-10)	Piston Engine Ftr (Grnd Atk)	40	40	40	
FAGOT (MIG-15)	Jet Ftr (Grnd Atk)	--	e/	30 <sup>f/</sup>	
					70
BAT (TU-2)	Piston Lt Bmr	100		90 <sup>b/</sup>	
BEAGLE (IL-28)	Jet Lt Bmr	175		160 <sup>b/</sup>	
BULL (TU-4)	Piston Med Bmr	15		15	
BADGER (TU-16)	Jet Med Bmr	--		2 <sup>g/</sup>	
			290		267
C46/C47	Transport	30		30	
CAB	Transport	35		35	
COACH	Transport	35		30	
COLT	Transport	25		50 <sup>h/</sup>	
COOT	Transport	2		2	
CRATE	Transport	45		47	
			172		194
HOUND	Helicopter	--	--	20 <sup>i/</sup>	20
<b>TOTAL</b>			<u>2,182</u>		<u>2,176</u>
FAGOT	Jet Ftr (Day)	170		140 <sup>b/</sup>	
FRESCO	Jet Ftr (Day)	70		55	
FRESCO D	Jet Ftr (LAW) <sup>c/</sup>	30		30	
			270		225

\* This Appendix supersedes old Appendix A.

(Continued on following page)

GROUP 1  
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declassification

APPENDIX A

BAT	Piston Lt Bmr	5	5	
BEAGLE	Jet Lt Bmr	150	130 <sup>b/</sup>	135
			155	
CAB	Transport	15	15	
COLT	Transport	5	15 <sup>h/</sup>	
CRATE	Transport	5	5	
			25	35
MADGE	Reconnaissance	10	10	5
			5	5
TOTAL			460	400
COMBINED CCAF/CCNAF TOTAL			2,672 <sup>j/</sup>	2,576

a/ Figures rounded to nearest five except for the BADGERS, COOTS, and CRATES.

b/ Reduction due to attrition.

c/ Limited all weather fighter

d/ We do not believe that there has been an increase in FARMERS during the past year. Rather, we believe that our earlier estimate of 60 should have been 80.

e/ Reference to 30 MIG-15 (FAGOTS), as being specially trained in ground attack, was carried in a footnote to Appendix A in the [REDACTED] study dated 17 January 1963 and was not included in the total. 25X1X7

f/ A unit of 30 MIG-15 (FAGOTS) continues to be specially trained in ground attack. ALL FAGOT/FRESCO aircraft, however, are adaptable to ground attack operations.

g/ Although these BADGERS may participate in training activity, we do not believe they are capable of conducting combat operations.

h/ Increase due to domestic production.

i/ Although HOUNDS probably have been produced within China for several years, our first confirmed evidence of utilization within the CCAF has come within the past year.

j/ This total adjusted to include the 30 ground attack FAGOTS. See Footnote "e" above.

APPENDIX B

AIRCRAFT PERFORMANCE REVISIONS\*

The following information reflects the more important changes in estimated aircraft performance characteristics from those provided in Appendix B to the Threat Study dated 17 January 1963.

1. Change FRESCO A and B maximum knots at sea level (intercept mission and ground attack) from 570 to 590. Change FRESCO C maximum knots at sea level (intercept mission and ground attack) from 570 to 605. Change FRESCO D maximum knots at sea level (intercept mission) from 570 to 605.

2. Change FARMER A, C, and D maximum knots at sea level (ground attack) from 570 to 650.

3. Change BEAGLE information as follows:

<u>Bomb Wt. lbs.</u>	<u>All-up Wt. lbs.</u>	<u>Maximum Kts.</u>		<u>Combat Radius N.M.</u>		
		<u>Old</u>	<u>New</u>	<u>Old</u>	-	<u>New</u>
6,600	51,000	425	- 480	600	-	550
4,400	48,800	430	- 480	610	-	560
2,200	46,600	435	- 485	620	-	570
2,200	40,500	445	- 490	400	-	310

4. Change BADGER information as follows (assuming a 10,000 lb. bomb load):

<u>Fuel Wt. lbs.</u>		<u>All-up Wt. lbs.</u>		<u>Max. Kts.</u>		<u>Cruise Kts.</u>		<u>Combat Radius N.M.</u>		
<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>	<u>Old</u>	-	<u>New</u>
75,500-71,400	170,000-167,000	490	- 540	465	- 445	1,700	-	1,450		

Also, delete the statement that the BADGER can carry a maximum bomb load of 22,000 lbs. with a reduced radius of 1,300 n.m.

\* These changes revise certain portions of old Appendix B.

APPENDIX B

5. Change CRATE information as follows:

<u>Fuel Wt. lbs.</u>		<u>Freight lbs.</u>		<u>Range N.M.</u>	
<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>
5,500	5,550	4,600	4,750	1,400	No change
1,600	2,300	8,500	8,100	400	500

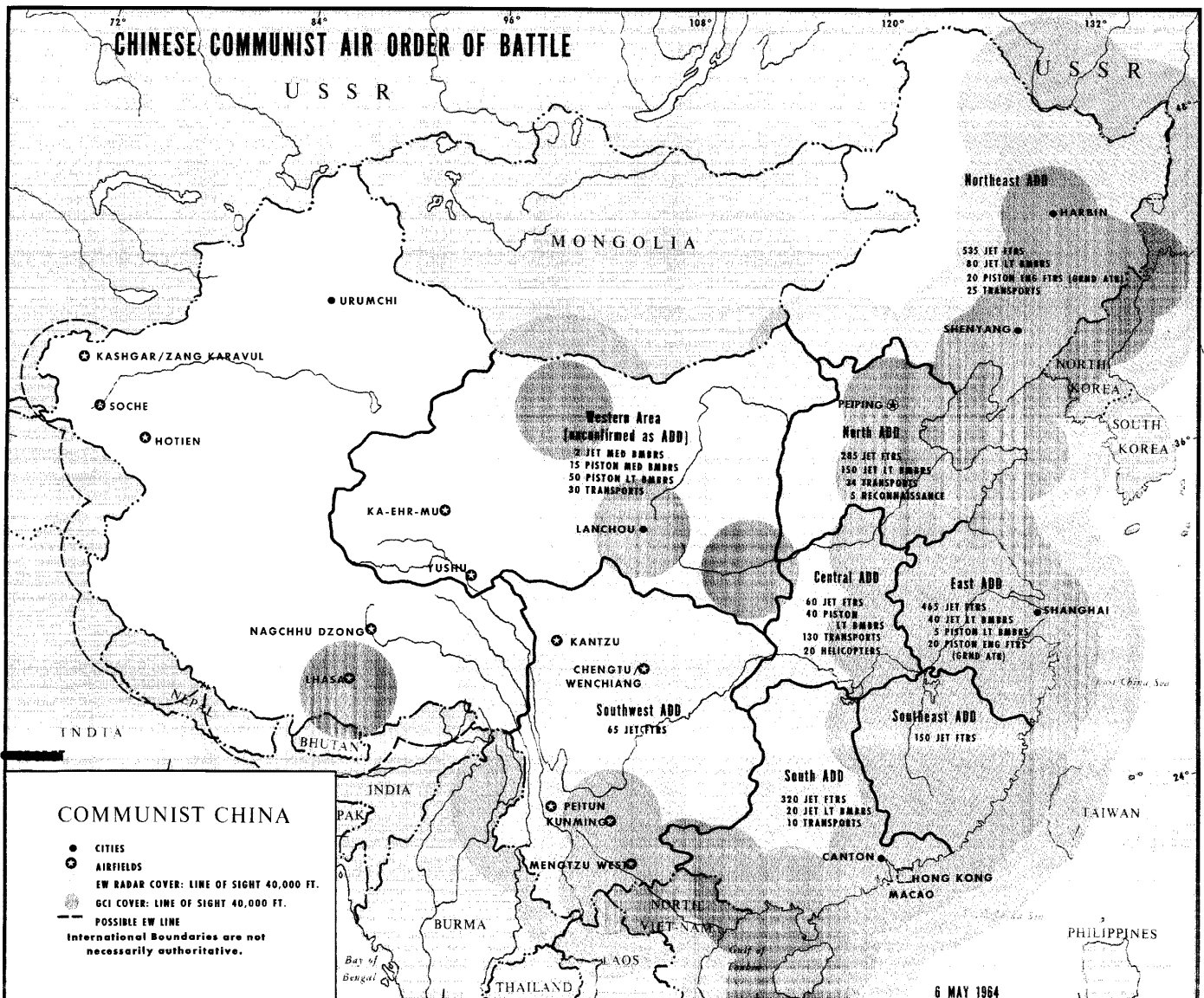
6. Change COOT information as follows:

<u>Fuel Wt. lbs.</u>		<u>Freight lbs.</u>		<u>Range N.M.</u>	
<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>
40,200	No change	22,000	23,000	2,500	2,480
31,200	32,400	31,000	30,800	1,600	1,840

7. Change COLT information as follows:

<u>Freight lbs.</u>		<u>All-up Wt. lbs.</u>		<u>Range N.M.</u>	
<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>	<u>Old</u>	<u>New</u>
2,700	3,000	11,500	12,700	485	855

Delete second line item on the COLT in its entirety.



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Appendix C

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APPENDIX D

AIRFIELDS IN TIBET AND WESTERN CHINA\*

The following is a revised summary of airfields in China which are most likely to be used for operations against India.

39°31'N 75°58'E	KASHGAR/ZANG KARAVUL	4,000 feet, packed gravel. (4,000 feet a.m.s.l.) serviceable.
38°25'N 77°17'E	SOCHE (YARKAND)	3,800 feet, natural surfacing. (4,400 feet a.m.s.l.) serviceable.
37°09'N 79°52'E	HOTIEN (KHOTAN)	5,000 feet, packed gravel. (3,000 feet a.m.s.l.) serviceable.
30°30'N 91°06'E	LHASA (TANG-HSIUNG)	13,000 feet, macadam. (14,177 feet a.m.s.l.) serviceable.
31°33'N 91°44'E	NAGCHHU DZONG	12,000 feet (est.) claybound crushed rock. (15,000 feet a.m.s.l.) temporarily unserviceable.
36°45'N 95°35'E	KA-ERH-MU (GOLMO)	12,000 feet, macadam. (9,000 feet a.m.s.l.) serviceable.
32°53'N 96°47'E	YUSHU	11,200 feet, claybound crushed rock. (12,525 feet a.m.s.l.) serviceable.

\* This Appendix supersedes old Appendix D in its entirety.

- D1 -

GROUP 1

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APPENDIX D

31°37'N 100°02'E	KANTZU	11,000 feet, claybound crushed rock. (11,500 feet a.m.s.l.) serviceable.
30°43'N 103°57'E	CHENG TU/WENCHIANG	7,500 feet, concrete. (1,700 feet a.m.s.l.) serviceable.
25°27'N 100°44'E	PEITUN	7,800 feet, concrete. (6,500 feet a.m.s.l.) serviceable.
25°00'N 102°45'E	KUNMING	9,800 feet, concrete. (6,220 feet a.m.s.l.) serviceable.
23°24'N 103°19'E	MENG TZU WEST	7,900 feet, concrete. (4,700 feet a.m.s.l.) serviceable.