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CENTRAL INTELLIGENCE AGENCY

13 April 1964

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

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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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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>17 Jan 1963</u> ^{a/} <u>No.</u> | <u>Total</u> | <u>15 April 1964</u> ^{a/} <u>No.</u> | <u>Total</u> |
| Fagot (MIG.15) | Jet Ftr (Day) | 690 | | ^{b/} 565 | |
| Fresco (MIG.17) | Jet Ftr (Day) | 785 | | 780 | |
| Fresco D (MIG. 17D) | Jet Ftr (LAW) ^{c/} | 145 | | 145 | |
| Farmer (MIG.19) | Jet Frt (Day) | 60 | 1,680 | ^{d/} 80 | 1,570 |
| Beast (IL.10) | Piston Ftr | | | | |
| | Grnd Atk | 40 | 40 | ^{e/} 60 | |
| Fagot (MIG.15) | Jet Grnd Atk | -- | ^{f/} | ^{g/} 30 | 90 |
| Bat (TU.2) | Piston Lt Bmr | 100 | | ^{h/} 90 | |
| Beagle (IL.28) | Jet Lt Bm | 175 | | ^{h/} 160 | |
| Bull (TU.4) | Piston Med Bmr | 15 | | 15 | |
| Badger (TU.16) | Jet Med Bmr | -- | 290 | ^{i/} 2 | 267 |
| C46/C47 | Transport | 30 | | 30 | |
| Cab | Transport | 35 | | 35 | |
| Coach | Transport | 35 | | 30 | |
| Colt | Transport | 25 | | ^{j/} 95 | |
| Coot | Transport | 2 | | 2 | |
| Crate | Transport | 45 | | ^{k/} 47 | |
| Viscount | Transport | -- | 172 | 1 | 240 |
| Hound | Helicopter | -- | -- | ^{l/} 20 | 20 |
| TOTAL | | | <u>2,182</u> | | <u>2,187</u> |
| <u>CCNAF</u> | | | | | |
| Fagot | Jet Ftr (Day) | 170 | | ^{m/} 200 | |
| Fresco | Jet Ftr (Day) | 70 | | 55 | |
| Fresco D | Jet Ftr (LAW) ^{n/} | 30 | 270 | 30 | 285 |

* This Appendix supersedes old Appendix A.

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| | | | | | |
|--------|---------------------------|-----|---------------------|-------------------|-------|
| Bat | Piston Lt Emr | 5 | | 5 | |
| Beagle | Jet Lt Emr | 150 | 155 | 130 ^{h/} | 135 |
| Cab | Transport | 15 | | 15 | |
| Colt | Transport | 5 | | 30 ^{h/} | |
| Crate | Transport | 5 | 25 | 5 | 50 |
| Madge | Reconnaissance | 10 | 10 | 5 ^{h/} | 5 |
| | TOTAL | | 460 | | 475 |
| | COMBINED CCAF/CCNAF TOTAL | | 2,672 ^{o/} | | 2,662 |

- a/ Figures rounded to nearest five except for the BADGERS, COOTS, CRATES and the Viscount.
- b/ Reduction due to attrition; also some may have been transferred to the CCNAF.
- 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/ We believe that BEAST strength was underestimated by 20 in January 1963.
- f/ 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.
- g/ 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.
- h/ Reduction due to attrition.
- i/ Although these BADGERS may participate in training activity, we do not believe they are capable of conducting combat operations.
- j/ Increase due to domestic production.
- k/ We believe that one of the Viscounts purchased from the UK has been assigned to the CCAF.
- l/ 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.
- m/ Earlier strength underestimated; it is also possible that some of these aircraft have been transferred from the CCAF.
- n/ Increase due to domestic production.
- o/ This total adjusted to include the 30 ground attack FAGOTS. See Footnote "f" above.

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REVISIONS TO APPENDIX B

AIRCRAFT PERFORMANCE REVISIONS

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The following information reflects the more important changes in estimated aircraft performance characteristics from those provided in Appendix B to the ██████████ Air 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 605. Change FRESCO C maximum knots at sea level (intercept mission and ground attack) from 570 to 620. Change FRESCO D maximum knots at sea level (intercept mission) from 570 to 620.
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> | |
|----------------------|------------------------|--------------------|-----|---------------------------|-----|
| | | Old | New | Old | New |
| 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 lbs.</u> | | <u>Max. Kts.</u> | | <u>Cruise Kts.</u> | | <u>Radius NM</u> | |
|----------------------|--------|--------------------|---------|------------------|-----|--------------------|-----|------------------|-------|
| Old | New | Old | New | Old | New | Old | New | Old | New |
| 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 nm.

5. Change CRATE information as follows:

| <u>FUEL Wt. lbs.</u> | | <u>Freight lbs.</u> | | <u>Range N.M.</u> | |
|----------------------|-------|---------------------|-------|-------------------|-------|
| Old | New | Old | New | Old | New |
| 5,500 | 5,550 | 4,600 | 4,750 | 1,400 | 1,600 |
| 1,600 | 2,300 | 8,500 | 8,100 | 400 | 500 |

* These changes revise certain portions of old A appendix B.

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6. Change COOT information as follows:

| <u>Fuel Wt. lbs.</u> | <u>Freight lbs.</u> | <u>Range N.M.</u> |
|----------------------|---------------------|-------------------|
| <u>Old - New</u> | <u>Old - New</u> | <u>Old - New</u> |
| 40,200 - No change | 22,000 - 23,000 | 2,500 - 2,600 |
| 31,200 - 30,200 | 31,000 - 33,000 | 1,600 - 2,100 |

7. Change COLT information as follows:

| <u>Freight lbs.</u> | <u>All-up Wt. lbs.</u> | <u>Range N.M.</u> |
|---------------------|------------------------|-------------------|
| <u>Old - New</u> | <u>Old - New</u> | <u>Old - New</u> |
| 2,7000 - 3,000 | 11,500 - 12,700 | 485 - 855 |

Delete second line item on the COLT in its entirety.

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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. |
| 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 | CHENGTU/WENCHIAN | 7,500 feet, concrete. (1,700 feet a.m.s.l.) serviceable. |

* This Appendix supersedes old A appendix D in its entirety.

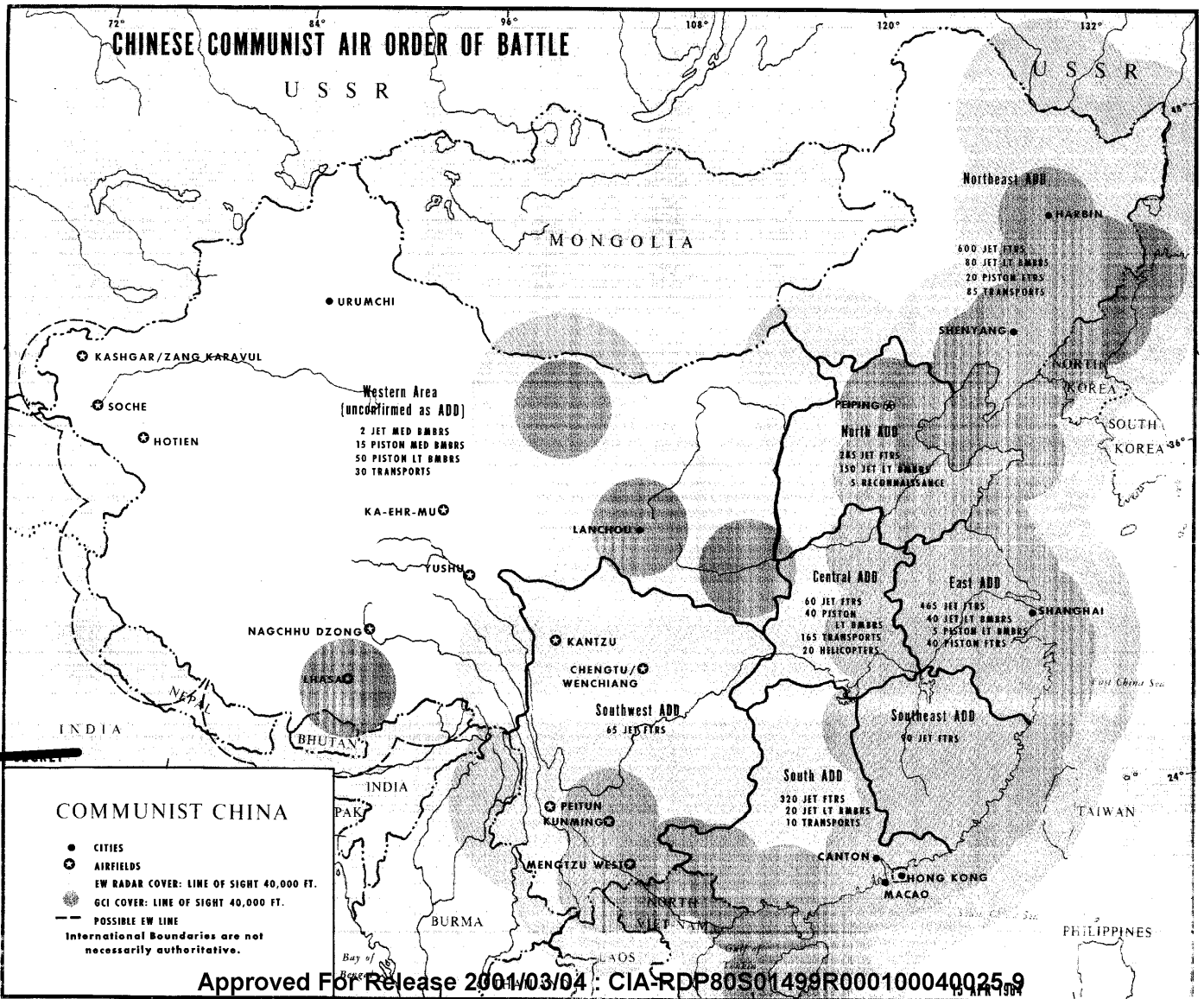
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APPENDIX D

| | | |
|------------------|--------------|--|
| 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 | KINMING | 9,800 feet, concrete. (6,220 feet a.m.s.l.) serviceable. |
| 23°24'N 103°19'E | MENGTZU WEST | 7,900 feet, concrete. (4,700 feet a.m.s.l.) serviceable. |

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Appendix C