

CONFIDENTIAL

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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY China **DATE:**
INFO. As Stated
SUBJECT Military Information: Airfields in Manchuria **DIST.** 13 February 1947
ORIGIN 25X1A6a **PAGES** 129*
 25X1X6 _____ **SUPPLEMENT**

25X1A6a
 25X1X6
 25X1X6

*/ _____ Note: Pages 21, 61, 74, 75, 76, 111, 112, _____, 114, 115, 116, 117, 107, and 118 have been deleted from this report. The extracted pages appear in _____ 25X1X6 25X1X6 25X1X6 25X1A2g

Report "A" contains information given by _____ Japanese _____ who conferred with _____ other Japanese visitors still in Manchuria.

_____ These men, _____ listed below, were scheduled to have returned to Japan by the end of September 1946.

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 13 October 1973 from the Director of Central Intelligence to the Architect of the United States.
 Next Review Date: 2008

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Report "B" is based on the knowledge of _____ former construction engineer for the Japanese Army. _____ 25X1X6

Note: The following information on airfields in Manchuria is a compilation of two reports received from separate sources. These are referred to as Report "A" (Origin: Changchun) and Report "B" (Origin: Mukden). Maps of the airfields included here are from Report "A".)

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1. **Date of Information:** Report "A" is based upon information received from Japanese _____ when the war ended. No current information on conditions of the hangars and/or other permanent installations is available. Many of these airfields are within Communist-controlled territory and may have been rendered useless. _____ for Report "B" last visited airfields in 1944.

2. **Alphabetical Index:** See pages 128 and 129.

3. **Tables:** Three tables have been compiled from the two reports. Table I lists airfields described in both reports. In some cases the name of the field and/or the coordinates were similar but not identical, or the descriptions given in the two reports raised some doubt as to whether the same field was being described. These doubtful cases were included in Table I. Table II lists airfields described in Report "B" but not in Report "A". Table III lists airfields described in Report "A" but not in Report "B".

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CLASSIFICATION

ADSO	x	A DEP.	x	FBT		SPDF		VTO	S	x
DADSO		FBK		FBV		SPDS		B DEP.	LO	x
		FBL		FBX		STDT		CFCC		
CONTROL		FBM		FBZ	S S	SCC		OTR		
PLANS	x	FBP		SPDA		TRB				

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4. Explanation of Tables:

- a. Report "A". No map of the airfield is attached unless stated in the table. Classes of airfields are as follows:

Class I: No obstacles block landings and takeoffs; favorable topography; paved runways; possibilities for future expansion; runway larger than 80 meters by 1000 meters; quality of adjacent ground, hard; planes carrying less than twenty-two tons gross weight can take off and land.



Class II: Paved runway, but smaller than 80 meters by 1000 meters; or surroundings not favorable for taking off and landing of large type planes; or paved runway; ground hard; surroundings favorable for taking off and landing of medium sized planes.

Class III: Paved runway, but smaller than 80 meters by 800 meters; or surroundings have limitations; or small field so only small type planes may land and take off.

- b. Report "B". Unless the contrary is indicated: (1) facilities for fuel and oil storage are available; (2) field is safe for C-47 and C-46. Number, surface, and bearing of runways are indicated in the table.

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(Note: Thickness of the paved runways is according to Japanese Army regulations and as a whole is fifteen centimeters or more of rock plus fifteen centimeters of concrete or asphalt. Before the surrender, some fields were built that had more than twenty centimeters of rock and fifteen centimeters of concrete or asphalt, but these were not known by the sources.)

5. Maps: Included are maps of 117 airfields from Report "A", showing the relationship of the airfield to the listed town as well as a diagram of the field itself. Standard map symbols have been used to designate roads, railroads, rivers, and other topographical features. Hangars are indicated by the symbol  and other buildings by the symbol . The letter in the upper right hand corner of each map shows the source's opinion of the map's accuracy. Explanation is as follows:

- A. Accurate
- B. One part may be inaccurate
- C. Viewed from the air
- D. Information received from another person; may be inaccurate in part

6. Differentiation between large, medium, and small planes in Report "A" is as follows:

Large: more than 16.5 tons fully equipped.
 Medium: 16.5 tons to 3 tons fully equipped.
 Small: less than 3 tons fully equipped.

7. Coordinates refer to the airfield rather than to the town. In Table I where coordinates differ in Reports "A" and "B" for what appears to be the same field, both sets of coordinates have been listed.

8. The report consists of the following sections: Table I, Table II, Table III, Maps, and Index of Airfields.

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TABLE I - AIRFIELDS LISTED IN BOTH REPORTS

REPORT "B"

REPORT "A"

Between LAIREN (大連) (121-38, 38-50) and MUKDEN (瀋陽) (123-26, 41-47)

TASHIHCHIAO South (大石橋) (122-30, 40-30): Runways: 2; grass; N-S, E-W..... Remarks: not safe for C-46.	TASHIHCHIAO (大石橋) (122-30, 40-30): Class 3; 600 meters X 300 meters. Runways: unpaved. Remarks: small planes only.
TASHIHCHIAO North (大石橋) (122-30, 40-40): Runways: square field; grass; all directions. Remarks: not safe for C-46.	
ANSHAN South (鞍山) (122-46, 41-02): Runways: 2; tar, macadam; N-S, E-W..... Remarks: no facilities for fuel & oil storage.	ANSHAN (鞍山) (122-57, 41-04): Class 1; 2000 meters X 2000 meters. Runways: paved; 1500 meters X 80 meters. Remarks: medium-type planes.
ANSHAN North (鞍山) (122-45, 41-06): Runways: 1; asphalt, macadam; N-S.	
LIAOYANG (遼陽) (123-04, 41-16): Runways: 1; tar, macadam; N-S.....	LIAOYANG West (遼陽) (123-12, 41-14): Class 1; 2000 meters X 2000 meters. Runways: paved.
	LIAOYANG South (遼陽) (123-12, 41-16): Class 3; 800 meters X 300 meters. Runways: unpaved. Remarks: small planes only.
MUKDEN West (瀋陽) (123-26, 41-47): Runways: 1; asphalt, macadam; N-S.....	MUKDEN West-1 (瀋陽) (123-26, 41-18): Class 2. Runways: paved.
	MUKDEN West-2 (瀋陽) (123-26, 41-18): Class 2. Runways: unpaved.
MUKDEN East (瀋陽) (123-29, 41-45): Runways: 1; concrete; N-S.....	MUKDEN East (瀋陽) (123-26, 41-18): Class 1. Runways: paved.
MUKDEN North (瀋陽) (123-27, 41-50): Runways: 2; asphalt, macadam, concrete; N-S, E-W.....	MUKDEN North (瀋陽) (123-26, 41-18): Class 1; 2000 meters X 2000 meters. Runways: paved; 1500 meters X 120 meters, 1000 meters X 80 meters. Remarks: medium type planes.

Between MUKDEN (瀋陽) (123-26, 41-47) and CHANGCHUN (長春) (125-19, 43-47)

KAIYUAN South (開原) (123-56, 42-31): Runways: 2; concrete, gravel, macadam; N-S, N-S.....	KAIYUAN (開原) (124-05, 42-30): Class 1; 1500 meters X 1500 meters. Runways: paved; 1200 meters X 80 meters, 1200 meters X 80 meters. See Map #1, attached.
KAIYUAN North (開原) (124-07, 42-39): Runways: 2; gravel, macadam; N-S, E-W. Remarks: no facilities for fuel & oil storage.	
SSUPINGCHIEH (四平街) (124-19, 43-10): Runways: 1; asphalt, macadam; N-S.....	SSUPINGCHIEH N.W. (四平街) (124-22, 43-10): Class 1; 1500 meters X 1000 meters. Runways: paved; 1200 meters X 80 meters. See Map #2, attached.
	SSUPINGCHIEH S.W. (四平街) (124-22, 43-11): Class 1; 1500 meters X 1000 meters. Runways: paved; 1000 meters X 80 meters.
KUNGCHULING (公主嶺) (127-47, 43-29): Runways: 1; asphalt, concrete; N-S.....	KUNGCHULING (公主嶺) (124-50, 43-34): Class 1; 1800 meters X 1500 meters. Runways: paved; 1200 meters X 80 meters.

TABLE I - AIRFIELDS LISTED IN BOTH REPORTS - CONT'D

REPORT "B"

REPORT "A"

CHANGCHUN East (長春) (125-15, 43-54); CHANGCHUN East (長春) (125-20, 43-53)
 Class 1.
 Runways: 2; asphalt, macadam; N-S, E-W.....Runways: paved.

CHANGCHUN West (長春) (125-06, 43-55); CHANGCHUN West (長春) (125-20, 43-53)
 Class 1.
 Runways: 2; asphalt, macadam; N-S, E-W.....Runways: paved.

CHANGCHUN South (長春) (125-17, 43-47); CHANGCHUN South (長春) (125-20, 43-53)
 Class 2.
 Runways: 2; grass; N-S, E-W.....Runways: unpaved.
 Remarks: no facilities for fuel & oil storage. Remarks: small planes only.

Between PAICHENGTZU (白城子) (122-49, 45-36) and WANGYEHUO (王爺廟) (122-05, 46-05)

PAICHENGTZU (白城子) (122-49, 45-36); PAICHENGTZU (白城子) (122-52, 45-37)
 Class 2.
 Runways: 1; asphalt, macadam, concrete; N-S.....Runways: unpaved; 1500 meters X 80 meters.
 Remarks: Airfield named CHEN PEI.
 See Map #3, attached

PINGTAI (平台) (122-47, 45-38); PINGTAI (平台) (122-45, 45-37)
 Class 1. See Map #71, Attached.
 Runways: oblong; grass; all directions.....Runways: unpaved; at least 2000 meters square.
 Remarks: can handle medium type planes.

WANGYEHUO (王爺廟) (122-05, 46-05); WANGYEHUO East (王爺廟) (122-01, 46-05)
 Class 1; 2000 meters X 1500 meters.
 Runways: 1; concrete; N-S.....Runways: paved; 1200 meters X 80 meters,
 1200 meters X 60 meters.
 Remarks: no facilities for fuel & oil storage.
 See Map #43 attached

WANGYEHUO West (王爺廟) (122-01, 46-05)
 Class 1; 1000 meters X 500 meters.
 Runway: paved; 600 meters X 50 meters.
 Remarks: small planes only.
 See Map #44, attached

Between HAILAR (海拉尔) (119-35, 49-12) and YUSHUTUN (榆樹屯) (123-57, 47-11)

POKOTU - 1 (免渡河)* (121-02, 49-06); POKOTU (免渡河)* (121-54, 48-46)
 Class 3; 1000 meters X 500 meters.
 Runways: 1; asphalt, macadam; N-W.....Runway: paved; 600 meters X 50 meters.
 Remarks: no facilities for fuel & oil storage; not suitable for C-46 or C-47. Remarks: small planes only.

POKOTU - 4 (免渡河)* (121-03, 49-04);
 Runways: 1; concrete; N-S.
 Remarks: no facilities for fuel & oil storage; not suitable for C-46.
 */The characters read: Mien-tu-ho, Probably the town at (121-03, 49-06) is meant./

POKOTU - 6 (免渡河) (121-02, 49-06);
 Runways: 1; concrete; N-S.
 Remarks: no facilities for fuel & oil storage; not suitable for C-46.

CHALANTUN (扎蘭屯) (122-32, 48-03); CHALANTUN (扎蘭屯) (122-45, 48-01)
 Class 2; 1000 meters X 600 meters.
 Runways: oblong; grass; all directions.....Runways: paved; 600 meters X 50 meters.
 Remarks: no facilities for fuel & oil storage; not suitable for C-46. Remarks: small planes only.

Between TSITSIHAR (齊齊哈爾) (123-57, 47-20) and HENHO (興河) (127-28, 50-15)

TSITSIHAR (齊齊哈爾) (123-57, 47-20); TSITSIHAR (齊齊哈爾) (123-54, 47-23)
 Class 1.
 Runways: 2; asphalt, macadam, cement concrete; N-S, E-S.....Runways: paved; 1500 meters X 100 meters,
 1500 meters X 100 meters.
 See Map #5, attached



TABLE I - AIRFIELDS LISTED IN BOTH REPORTS - CONT'D

REPORT "B"

REPORT "A"

LAHA (拉哈)	(124-31, 48-12):	LAHA (拉哈)	(124-38, 48-12)
Runways: 1; concrete; N-S.....		Class 3.	
Remarks: no facilities for fuel & oil storage.		Runway: unpaved.	See Map #6, attached
NAHO West (納河)	(124-50, 48-30):	NAHO (納河)	(124-51, 48-29)
Runways: 1; concrete; N-S.....		Class 3.	
Remarks: no facilities for fuel & oil storage.		Runways: unpaved.	See Map #6, attached
NAHO East (納河)	(124-50, 48-30):		
Runways: 1; concrete; N-S.....			
Remarks: no facilities for fuel & oil storage.		Washington Note: May be read NOHO	
SHENSHANFU (山神府)	(127-01, 50-07):	SHENSHANFU (山神府)	(127-12, 50-10)
Runways: 1; concrete; N-S.....		Class 1; 2000 meters X 800 meters.	
Remarks: no facilities for fuel & oil storage.		Runways: paved.	Remarks: can handle medium type planes.
Between HEIHO (黑河) (127-28, 50-15) and HARBIN (哈爾濱) (126-39, 45-47)			
HEIHO (黑河)	(127-28, 50-15):	HEIHO (黑河)	(127-28, 50-15)
Runways: 1; concrete; N-S.....		Class 3.	
Remarks: no facilities for fuel & oil storage; not suitable for C-46 or C-47.		Runway: paved; 600 meters X 50 meters.	See Map #7, attached
SUNWU (孫吾)	(127-30, 49-48):	SUNWU (孫吾)	(127-28, 49-3)
Runways: 2; concrete, asphalt, macadam, cement concrete; N-S, E-S.....		Class 1.	
Remarks: not suitable for C-46.		Runways: paved; 1200 meters X 100 meters.	See Map #8, attached
SUNHU (遜河)	(128-05, 49-23):	SUNHU (遜河)	(127-29, 49-2)
Runways: oblong; grass, all directions.....		Class 2; 2000 meters X 1000 meters.	
Remarks: no facilities for fuel & oil storage.		Runways: unpaved.	
LUNGCHEN (龍鎮)	(126-28, 48-42):	LUNGCHEN (龍鎮)	(126-54, 48-4)
Runways: 2; asphalt, macadam, cement concrete; N-S, E-W.....		Class 2; 1500 meters X 1500 meters.	
		Runways: paved; 600 meters X 50 meters.	See Map #10
		600 meters X 50 meters	
BEIAN (北安)	(126-22, 48-14):	BEIAN East (北安)	(126-22, 48-1)
Runways: 2; asphalt, macadam, cement concrete; N-S, E-S.....		Class 1.	
		Runways: paved; 1500 meters X 80 meters.	
		1200 meters X 60 meters.	
		BEIAN West (北安)	(126-22, 48-3)
		Class 1.	
		Runways: paved; 1500 meters X 80 meters.	
		1200 meters X 60 meters.	
			See Map #9, attached
SUIHUA (綏化)	(126-58, 46-38):	SUIHUA (綏化)	(126-58, 46-3)
Runways: 2; asphalt, macadam, cement concrete; N-S, E-W.....		Class 1; 1800 meters X 1500 meters.	
		Runways: paved; 1200 meters X 80 meters.	
		1200 meters X 80 meters.	
		Remarks: can handle medium type planes.	
SUIHUA West (綏化)	(126-58, 46-38):		
Runways: 1; concrete; N-S.....			
Remarks: no facilities for fuel & oil storage.			

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Table I continued next page

TABLE I - AIRFIELDS LISTED IN BOTH REPORTS - CONT'D

REPORT "B"

REPORT "A"

HARBIN (哈尔滨)	(126-39, 45-47)	HARBIN East (哈尔滨)	(126-39, 45-47)
Runways: 2; asphalt, macadam, cement concrete; N-S, E-W.		Class 2; 1800 meters X 1500 meters. Runways: paved; 800 meters X 80 meters.	See Map #10, attached
		HARBIN South (哈尔滨)	(126-39, 45-47)
		Class 2. Runways: unpaved. Remarks: small planes only.	
Between SHANBAIKUAN (山海关) (119-44, 40-00) and CHINGCHOU (锦州) (121-10, 41-07)			
HSINGCHENG (兴城)	(120-40, 40-06)	HSINGCHENG (兴城)	(120-42, 40-38)
Runways: square field; grass; all directions.		Class 2. Runways: unpaved. Remarks: small planes only.	
CHINSI (锦西)	(120-53, 40-46)	CHINSI (锦西)	(120-38, 40-56)
Runways: square field; grass; all directions. Remarks: no facilities for fuel & oil storage; not suitable for C-46.		Class 3; 1200 meters X 800 meters. Runways: unpaved. Remarks: light planes only.	
CHINGCHOU West (锦州)	(121-03, 41-07)	CHINGCHOU West (锦州)	(121-07, 41-07)
Runways: 1; tar, asphalt, macadam; N-S.		Class 1; 2000 meters X 2000 meters. Runway: paved. Remarks: can handle medium type planes.	
CHINGCHOU North (锦州)	(121-10, 41-15)	CHINGCHOU East (锦州)	(121-07, 41-07)
Runways: 1; concrete; N-S. Remarks: no facilities for fuel & oil storage.		Class 1; 1200 meters X 600 meters. Runway: paved. Remarks: can handle medium type planes.	
		CHINGCHOU Center (锦州)	(121-07, 41-07)
		Class 3; 2000 meters X 2000 meters. Runways: unpaved. Remarks: light planes only - many obstacles.	
Between CHINGCHOU (锦州) (121-10, 41-07) and CHIHFEING (赤峰) (118-54, 42-18)			
CHIHFEING North (赤峰)	(118-52, 42-16)	CHIHFEING (赤峰)	(119-00, 42-18)
Runways: 2; gravel, macadam; N-S, E-W. Remarks: no facilities for fuel & oil storage.		Class 2. Runways: unpaved; 1500 meters X 100 meters. Remarks: can handle medium type planes.	See Map #11, attached
CHIHFEING South (赤峰)	(118-51, 42-14)		
Runways: 2; gravel, macadam; N-S, E-W. Remarks: no facilities for fuel & oil storage.			
CHIHFEING (赤峰)	(118-54, 42-18)		
Runways: square field; grass; all directions. Remarks: not suitable for C-46 or C-47.			
CHAOYANG (朝阳)	(120-24, 41-33)	CHAOYANG (朝阳)	(120-26, 41-34)
Runways: 2; grass; N-S, E-W. Remarks: no facilities for fuel & oil storage; not suitable for C-46.		Class 3; 600 meters X 600 meters. Runways: unpaved. Remarks: can be expanded.	See Map #12, attached
Between TAIHUSHAN (大虎山) (122-05, 41-36) and points north			
FOU HSIN (阜新)	(121-37, 42-10)	FOU HSIN (阜新)	(121-39, 42-03)
Runways: 1; gravel, macadam; N-S.		Class 2; 600 meters X 600 meters. Runway: unpaved. Remarks: can handle medium type planes.	

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Table I continued next page

TABLE I - AIRFIELDS LISTED IN BOTH REPORTS - CONT'D

REPORT "B"

REPORT "A"

Between HARBIN (哈尔滨) (126-39, 45-47) and WUCHANG (五常) (127-12, 44-54)

HUNGBANG (双城) (126-15, 45-24); SHUANGSHANG (双城) (126-18, 45-24)
Class 1; 1500 meters X 1500 meters.
Runways: 1; concrete; N-S. Runway: paved; 1200 meters X 80 meters.
See Map #13, attached

SUNGHLIA (孙家) (126-40, 45-48); SUNGHIA North (孙家) (126-45, 45-48)
Class 1; 1800 meters X 800 meters.
Runways: 2; asphalt, macadam; N-S. Runway: paved.
Remarks: N.W. of Harbin; medium planes.
See Map #14, attached
SUNGHIA South (孙家) (126-45, 45-48)
Class 1; 1800 meters X 800 meters.
Runway: paved.
Remarks: N.W. of Harbin; medium planes.
See Map #14, attached

PIINGFANG (平房) (126-39, 45-44); PIINGFANG South (平房) (126-40, 45-44)
Class 1.
Runways: 2; asphalt, macadam; N-S, E-W. Runway: paved; 1500 meters X 100 meters.
Remarks: N.W. of Harbin; medium planes.
See Map #15, attached
PIINGFANG North (平房) (126-40, 45-44)
Class 1.
Runway: paved; 1800 meters X 100 meters.
Remarks: N.W. of Harbin; medium planes.
See Map #15, attached

WUCHANG (五常) (127-12, 44-54); WUCHANG (五常) (127-09, 44-54)
Class 2.
Runways: 2; concrete; N-S, E-W. Runways: paved; 1800 meters X 80 meters.
Remarks: no facilities for fuel & oil storage; not suitable for C-46.
See Map #16, attached

Between CHUHO (珠河) (127-58, 45-10) and FANGCHENG (方正) (128-51, 45-51)

FANGCHENG (方正) (128-51, 45-51); FANGCHENG (方正) (128-51, 45-50)
Class 1.
Runways: 1; concrete; E-W. Runways: paved.
Remarks: no facilities for fuel & oil storage.
See Map #17, attached

Between CHANGCHUN (长春) (125-19, 43-47) and TUNHUA (敦化) (129-49, 42-57)

TUNHUA (敦化) (128-13, 43-22); TUNHUA (敦化) (128-10, 43-22)
Class 2; 2000 meters X 1500 meters.
Runways: 1; asphalt, concrete, cement concrete. Runway: paved; 1200 meters X 80 meters.
See Map #18, attached

LUNGCHING (龙井) (129-26, 42-46); LUNGCHING (龙井) (129-26, 42-46)
Class 2.
Runways: oblong field; grass; all directions. Runway: paved; 1200 meters X 80 meters.
Remarks: unsuitable for C-46.
See Map #19, attached

YENCHI North (延吉) (129-30, 42-54); YENCHI East (延吉) (129-30, 42-54)
Class 2; 2000 meters X 1500 meters.
Runways: 1; asphalt, macadam; E-W. Runway: paved; 1200 meters X 80 meters.
Remarks: unsuitable for C-46. Remarks: Town of CHIEN TAO.
See Map #20, attached

YENCHI South (延吉) (129-49, 42-57); YENCHI West (延吉) (129-30, 42-57)
Class 2.
Runways: 1; concrete; E-W. Runway: paved.
Remarks: no facilities for fuel & oil storage; unsuitable for C-46. Remarks: Town of CHIEN TAO.

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TABLE I - AIRFIELDS LISTED IN BOTH REPORTS - CONT'D

REPORT "B"

REPORT "A"

IRIN (Yung-chi)(吉林)	(126-31, 43-43)	CHILIN North (Yung-chi)(吉林)	(126-32, 43-5)
Runways: square field; grass; all directions...		Class 3; 2000 meters X 2000 meters.	
Remarks: unsuitable for C-47 or C-46.		Runway: paved.	
		Remarks: small planes only.	
		See Map #21, attached	
		CHILIN South (Yung-chi)(吉林)	(126-32, 43-5)
		Class 2; 800 meters X 300 meters.	
		Runways: unpaved.	
		Remarks: small planes only.	
TUMEN (圖們)	(129-49, 42-57)	TUMEN (圖們)	(129-00, 42-00)
Runways: 1; concrete; NW-W.		Class 3.	
Remarks: no facilities for fuel & oil storage; unsuitable for C-46.		Runway: paved; 600 meters X 40 meters.	
		Remarks: for light planes only, because of narrow valley.	
		See Maps #22 & #23, attached	
Between SHIHYEN (石硯) (129-48, 43-03) and MISHAN (密山) (131-55, 45-31)			
TUNGCHINGCHENG (東京城)	(129-10, 44-12)	TUNGCHINGCHENG (東京城)	(129-10, 44-0)
Runways: ; concrete, asphalt, macadam; N-S, E-W.		Class 3.	
		Runways: paved; 2000 meters X 100 meters, 1500 met. X 80 met., 1220 X 80 met.	
		See Map #24, attached	
LAN KANG (蘭崗)	(129-25, 44-23)	LAN KOU (蘭口)	(129-23, 44-12)
Runways: 2; asphalt, macadam, concrete; N-S, E-W.		Class 1; 2000 meters X 2000 meters.	
		Runways: paved; 1200 meters X 80 meters, 800 meters X 60 meters.	
		See Map #25, attached	
MUTANCHIANG (牡丹江)	(129-37, 44-35)	MUTANCHIANG North (牡丹江)	(129-37, 44-3)
Runways: 1; concrete; N-S.		Class 2.	
		Runways: paved; 1200 meters X 100 meters, 1000 meters X 80 meters.	
		Remarks: can handle medium type planes.	
		See Maps #26 & #27, attached	
		MUTANCHIANG South (牡丹江)	(129-37, 44-3)
		Class 1; 2000 meters X 1800 meters.	
		Runways: paved; 2000 meters X 100 meters, 1000 meters X 80 meters.	
		See Maps #26 & #27, attached	
Between CHINGCHOU (營口) (124-48, 40-06) and SHUIFENG (水豐) (124-48, 40-24)			
ANTUNG South (安東)	(124-49, 40-04)	ANTUNG South (安東)	(124-23, 40-0)
Runways: 2; gravel, macadam; N-S, E-W.		Class 1.	
		Runways: paved.	
ANTUNG North (安東)	(124-19, 40-04)	ANTUNG North (安東)	(124-23, 40-0)
Runways: 2; gravel, macadam; N-S, E-W.		Class 2.	
		Runways: paved; 1200 meters X 60 meters, 600 meters X 90 meters.	
		See Map #28, attached	
Around TUNGHUA (通化) (125-55, 41-40)			
TUNGHUA (通化)	(125-55, 41-40)	TUNGHUA (通化)	(125-57, 41-40)
Runways: 1; gravel, macadam; N-S.		Class 3.	
Remarks: no facilities for fuel & oil storage; unsuitable for C-46.		Runway: unpaved; 800 meters X 50 meters.	
		See Map #29, attached	
Between LUKDEN (瀋陽) (123-26, 41-47) and ANTUNG (安東) (124-23, 40-09)			
FENGCHENG East (鳳城)	(124-02, 40-27)	FENGCHENG (鳳城)	(124-05, 40-28)
Runways: 3; grass, gravel, macadam; N-S, E-W, NW-N.		Class 3.	
		Runways: unpaved; 1200 met. X 80 met., 200 m X 80 met., 1200 met. X 80 met.	
		See Map #63, attached	

TABLE I - AIRFIELDS LISTED IN BOTH REPORTS - CONT'D

REPORT "B"	REPORT "A"
<p>CHONGCHENG West (隆城) (123-49, 40-10): Runways: 1; grass; N-S. Remarks: no facilities for fuel & oil storage.</p>	
<p>Between LUKIAN (濼南) (123-26, 41-47) and KIRIN (吉林) (126-31, 43-43)</p>	
<p>SHANSHIYUAN (山城子) (123-24, 42-22): Runways: 1; concrete; E-W Remarks: unsuitable for C-46.</p>	<p>PEI SHAN CHENG CHEN (北山城子) (125-25, 42-22): Class 3. Runways: unpaved.</p>
<p>HAILONG (海龍) (125-31, 42-36): Runways: oblong field; grass; N-S. Remarks: no facilities for fuel & oil storage.</p>	<p>HAILONG (海龍) (125-52, 42-39): Class 3. Runways: unpaved.</p>
<p>JIANGYUAN (東豐) (125-45, 42-39): Runways: 3; grass, gravel, macadam; N-S, E-W, E-S. Remarks: no facilities for fuel & oil storage.</p>	<p>TUNGFLING West (東豐) (125-31, 42-42): Class 1. Runway: paved; 1200 meters X 100 meters. Remarks: made last year.</p>
	<p>TUNGFLING Center (東豐) (125-31, 42-41): Class 1. Runway: paved; 2000 meters X 50 meters.</p>
	<p>TUNGFLING East (東豐) (125-31, 42-40): Class 2. Runway: paved.</p>
	<p>See Map #30, attaches</p>
<p>MEIHEKOU (梅河口) (125-27, 42-31): Runways: 2; grass; E-S, E-S. Remarks: no facilities for fuel & oil storage; unsuitable for C-46.</p>	<p>MEIHEKOU (梅河口) (125-41, 42-32): Class 3. Runways: unpaved. Also spelled Meibo k'ou</p>
<p>Around HUNCHUN (琿春) (130-18, 42-51)</p>	
<p>HUNCHUN (琿春) (130-18, 42-51): Runways: 1; concrete; E-W. Remarks: no facilities for fuel & oil storage.</p>	<p>HUNCHUN West (琿春) (130-22, 42-51): Class 1. Runways: paved; 1200 meters X 60 meters. 1200 meters X 60 meters.</p>
	<p>HUNCHUN East (琿春) (130-22, 42-51): Class 1. Runways: paved.</p>
	<p>See Map #31, attaches</p>
	<p>See Map #31, attaches</p>
<p>Around TUNGHUA (綏化) (125-55, 41-40)</p>	
<p>TUNG AN (綏安) (126-10, 41-07): no information.</p>	<p>CHIAN (綏安) (126-10, 41-07): Class 3; 650 meters X 200 meters. Runways: unpaved. Remarks: very little usage value.</p>
	<p>See Map #101, attaches</p>

NOTE: The following airfields, which were listed in both reports and should have appeared in this table, are erroneously entered in Tables II and III, on the pages indicated:

	II	III
TUNG AN	13	18
NEN CHIANG North	10	19
" " South	10	19

25X1X7

TABLE II - AIRFIELDS LISTED IN REPORT "B" BUT NOT IN REPORT "A"

Between DAIREN (大連) (121-38, 38-50) and LUKDEN (瀋陽) (123-26, 41-47)

SHENGHINGTU (深井子) (123-47, 41-37)
Runways: 2; grass; N-S, E-W.
Remarks: unsuitable for C-46

Between LUKDEN (瀋陽) (123-26, 41-47) and CHANGCHUN (長春) (125-19, 43-47)

FEINLING (鐵嶺) (123-43, 42-15)
Runways: 1; gravel, macadam; N-S E.
Remarks: no facilities for fuel & oil storage.

CHUAN KOU (泉溝) (124-16, 43-13)
Runways: 1; concrete; N-W.

LIACYUAN South (遼源) (123-29, 43-29)
Runways: 1; grass; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

LIACYUAN North (遼源) (123-29, 43-29)
Runways: 1; concrete, asphalt, macadam.
Remarks: no facilities for fuel & oil storage.

Between HAILAR (海拉尔) (119-35, 49-12) and YUSHUTUN (榆樹屯) (123-57, 47-11)

UNOUL (烏敦) / NIAOSHUANGERH (121-11, 48-54)
Runways: 1; concrete; E-W.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

HGRIGOL (木吉儿) (122-41, 48-42)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

SHIHAIWUTU (石门子) (121-31, 48-34)
Runways: 1; concrete; E-W.
Remarks: no facilities for fuel & oil storage.

YUSHUTUN (榆樹屯) (123-57, 47-11)
Runways: 1; asphalt, cement concrete; N-S, E-W.

Between YUSHUTUN (榆樹屯) (123-57, 47-11) and TSITSIHAR (齊齊哈爾) (123-57, 47-20)

YALIANFON (衙門屯) (123-59, 47-20)
Runways: 1; asphalt, macadam, cement concrete; N-S

Between TSITSIHAR (齊齊哈爾) (123-57, 47-20) and HEIHO (黑河) (127-28, 50-15)

CHITENKUANLI (前官地) (125-14, 49-16)
Runways: 1; asphalt concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

NEN CHIANG South (嫩江) (125-19, 49-17)
Runways: 1; asphalt, macadam, cement concrete; N-S - - - See NOTE, p.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

NEN CHIANG North (嫩江) (125-19, 49-17)
Runways: 2; asphalt, cem. concrete; N-S, E-W. - - - See NOTE, p. 9
Remarks: Town sometimes called Lajen.

MENGCHIACHUANG (孟家莊) (125-37, 49-24)
Runways: 1; asphalt, macadam, cem. concrete; N-S.
Remarks: no facilities for fuel & oil storage.

KOLOCHO (科洛河) (125-43, 49-22)
Runways: 1; concrete, N-S.
Remarks: no facilities for fuel & oil storage.

TABLE II - AIRFIELDS LISTED IN REPORT "B" BUT NOT IN REPORT "A"

MAN HO (沐訥河) Mu na ho (125-57, 49-31)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

PAI LUNLI (柏根里) (125-43, 49-32)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

CHINSUI West (金水) (126-09, 49-59)
Runways: 2; concrete; N-S, E-W.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

CHINSUI East (金水) (126-09, 49-59)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage.

SSUTACKOU (四道溝) (126-14, 50-21)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

TACHENG-1 (大城) (126-40, 50-38)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

TACHENG-2 (大城) (126-40, 50-38)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

TACHENG-3 (大城) (126-40, 50-38)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

Between HEILU (黑河) (127-26, 50-15) and HAILUN (海倫) (126-39, 45-47)

LUNGLIN (龍門) (126-57, 48-52)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

HAILUN (海倫) (126-56, 47-28)
Runways: 1; asphalt, macadam, cem. concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

Between PAHUSHAN (大虎山) (122-05, 41-36) and points North

PAHUSHAN (大虎山) (122-05, 41-36)
Runways: grass.
Remarks: unsuitable for C-46 or C-47; no other
information.

HSINLIATUN (新立屯) (122-13, 42-03)
Runways: 2; asphalt, macadam; N-S, E-S.

CHANGTU (彰武) (122-22, 42-17)
Runways: 2; grass, gravel, macadam; N-S, E-W.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

Between CHENCHOU (錦州) (121-10, 41-07) and CHIHFMING (赤峰) (118-54, 42-18)

HEISHUI (黑水) (119-18, 42-05)
Runways: 1; asphalt, macadam; N-S.
Remarks: unsuitable for C-46.

TABLE II - AIRFIELDS LISTED IN REPORT "B" BUT NOT IN REPORT "A" - CONT'D

Between HARBIN (哈尔滨) (126-39, 45-47) and WUCHANG (五常) (127-12, 44-54)

WANGKANG (王岗) (126-35, 45-43)
Runways: square field; grass; all directions.
Remarks: unsuitable for C-46.

TEHUI (德惠) (125-38, 44-32)
Runways: square field; grass; all directions.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

LALIN (拉林) (126-50, 45-12)
Runways: 2; concrete, asphalt, macadam; N-S, E-W.

Between CHUHO (珠河) (127-58, 45-18) and FANGCHENG (方正) (128-51, 45-51)

CHUHO (珠河) (127-58, 45-19)
Runways: square field; grass; all directions.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46 or C-47.

YENSHOU (延寿) (128-18, 45-26)
Runways: 1; concrete; N-S.
Remarks: unsuitable for C-46.

NANTIANMEN (南天门) (128-40, 45-52)
Runways: 2; cement; N-S, E-W.

Between CHANGCHU (长春) (125-19, 43-47) and TULIN (图们) (129-49, 42-57)

KUTILINTZU (孤店子) (126-19, 43-50)
Runways: 1; concrete; N-S.

SHAHOYEN (沙河沿) (126-16, 43-28)
Runways: 2; concrete, asphalt, macadam; N-S, E-W.

KUANTI (官地) (128-22, 43-34)
Runways: 2; grass; N-S, E-W.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

TUNGCHENGYUNG (东盛涌) (129-30, 42-48)
Runways: 2; concrete, asphalt, macadam; N-S, E-W.

Between SHIHYEN (石砚) (129-48, 43-03) and LISHAN (梨山) (131-55, 45-31)

SHIHYEN (石砚) (129-48, 43-03)
Runways: oblong field; grass; all directions.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

CHUNYANG (春阳) (129-33, 43-23)
Runways: square field; grass; all directions.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-47 or C-46.

SHIHT'OU South (石頭) (129-20, 44-15)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

SHIHT'OU North (石頭) (129-20, 44-15)
Runways: 1; concrete; N-S.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

NIJIAN (宁安) (129-28, 44-27)
Runways: oblong field; grass; all directions.
Remarks: no facilities for fuel & oil storage;
unsuitable for C-46.

25X1X7

TABLE II - AIRFIELDS LISTED IN REPORT "B" BUT NOT IN REPORT "A" - CONT'D

TONGAN (東安) (131-38, 45-36)
 Runways: 2; asphalt, macadam; gravel, macadam;
 N-S, E-W. See NOTE, p. 9.
 Remarks: no facilities for fuel & oil storage;
 unsuitable for C-46.

Between CHINGOU (盈州) (121-48, 39-06) and SHUIFENG (水豐) (124-48, 40-24)

CHUANG HO (莊河) (123-03, 39-42)
 Runways: 2; grass; N-S, NW-N.
 Remarks: no facilities for fuel & oil storage;
 unsuitable for C-46.

SHUIFENG* (水豐) (124-48, 40-04)
 Runways: 1; gravel; NE-N.
 Remarks: no facilities for fuel & oil storage;
 unsuitable for C-46.

Between HUKDEI (瀋陽) (123-26, 41-47) and ANTUNG (安東) (124-23, 46-05)

FENGCHILPAO (奉集堡) Feng chi pao (123-32, 41-23)
 Runways: 2; gravel, macadam; N-S, E-W.

CHIAOTOU (橋頭) (123-43, 41-13)
 Runways: 1; gravel, macadam; E-W.
 Remarks: unsuitable for C-46 or C-47.

Around HUNCHUN (琿春) (130-18, 42-51)

T'ULENZU (土門子) (131-02, 43-12)
 Runways: square field; grass; all directions.
 Remarks: no facilities for fuel & oil storage;
 unsuitable for C-45 or C-47.

LOTZUK OU-1 (羅子溝) (130-19, 43-42)
 Runways: 1; grass; NW-W.
 Remarks: unsuitable for C-46.

LOTZUK OU-2 (羅子溝) (130-19, 43-43)
 Runways: 1; grass; E-S.
 Remarks: unsuitable for C-46.

LOTZUK OU-3 (羅子溝) (130-19, 43-45)
 Runways: 1; grass; E-W.
 Remarks: no facilities for fuel & oil storage;
 unsuitable for C-46.

*The town of SHUIFENG 水豐 (Japanese reading: Suiho; Korean reading: Supung)
 is in Korea.

25X1X7

TABLE III - AIRFIELDS LISTED IN REPORT "A" BUT NOT IN REPORT "B"

HSING SHU East (杏樹)	(129-03, 46-49)
Class 2; 2000 meters X 2000 meters.	
Runways: paved.	
HSING SHU West (杏樹)	(129-03, 46-49)
Class 1; 2000 meters X 2000 meters.	
Runways: paved. See Map #32.	
WU YUN (烏雲)	(129-47, 49-05)
Class 3.	
Runways: unpaved; 800 meters X 40 meters.	
See Map #33.	
I LAN (依蘭)	(129-33, 46-19)
Class 2; 1200 meters X 100 meters.	
Runways: paved; 1200 meters X 80 meters;	
800 meters X 60 meters.	
See Map #97.	
WU TUNG (烏底屯)	(128-45, 49-20)
Class 1; 2000 meters X 1000 meters.	
Runways: paved.	
CHALANTUN (九蘭屯)	(122-45, 48-01)
Class 2; 1000 meters X 600 meters.	
Runways: paved; 600 meters X 50 meters.	
Remarks: small planes only.	
NAI LA MUT'U (奈拉穆圖)	(120-04, 50-27)
Class 3.	
Runways: unpaved.	
SO LUN (索倫)	(121-24, 46-41)
Class 3.	
Runways: unpaved.	
Lin Tung (林東)	(118-58, 43-51)
Class 3; 1000 meters X 800 meters.	
Runways: unpaved. See Map #34.	
LIN HSI (林西)	(118-28, 43-32)
Class 3; 600 meters X 600 meters.	
Runways: unpaved.	
Remarks: small planes only. See Map #35.	
TE HUI (德惠)	(126-00, 44-36)
Class 2; 1200 meters X 1200 meters.	
Runways: unpaved; 1000 meters X 80 meters, 800	
meters X 80 meters.	
Remarks: small, narrow valley. See Map #36.	
A CH'ENG (阿城)	(126-37, 45-33)
Class 1.	
Runways: paved.	
Remarks: can handle medium type planes.	
YUAN CHIA T'UN (袁家屯)	(128-33, 45-39)
Runways: paved.	
Class 2.	
Remarks: Handles medium type planes.	
T'UNG HO (通河)	(128-52, 45-58)
Class 3.	
Runways: unpaved; 800 meters X 50 meters.	
Remarks: small planes only. See Map #37.	
ANTA (安達)	(125-19, 46-24)
Class 3; 800 meters X 400 meters.	
Runways: unpaved.	
Remarks: small planes only.	

OMIT - see
page 4

TABLE III - AIRFIELDS LISTED IN REPORT "A" BUT NOT IN REPORT "B" - CONT'D

Between DAIREN (大連) (121-38, 36-50) and MUKDEN (瀋陽) (123-26, 41-47)

HSIU YEN (小嶽) (123-16, 40-16)
Class 3; 600 meters X 400 meters.
Runways: unpaved.
Remarks: of little usage value.- See Map #38.

Between MUKDEN (瀋陽) (123-26, 41-47) and CHANGCHUN (長春) (125-19, 43-46)

FU SHUN West (撫順) (123-54, 41-53)
Class 3.
Runways: unpaved.

FU SHUN East (撫順) (123-54, 41-53)
Class 1.
Runways: paved.

Between TUNGHUA (通化) (125-55, 41-40) and ANTUANG (安東) (124-23, 40-09)

LIEN SHAN KUAN (連山關) (123-45, 40-58)
Class 3.
Runways: unpaved.
Remarks: inconvenient, as valleys narrow.

K'UAN TIEN (寬甸) (124-46, 40-44)
Class 3.
Runways: unpaved.
Remarks: of little value. See Map #40.

HUAN JEN (桓仁) (125-25, 41-16)
Class 3; 600 meters X 150 meters.
Runways: unpaved. See Map #41.

CHUNG CHIANG CHEN (中江金鎮) (125-18, 41-44)
Class 3.
Runways: unpaved; 400 meters X 50 meters.
Remarks: small planes only. See Map #98.

Around TAHUOSHAN (塔虎山) (122-05, 41-36) and points North

KOU PANG TZU (溝帮子) (121-44, 41-21)
Class 3; 800 meters X 400 meters.
Runways: unpaved.
Remarks: soft land.

HSIN MIN (新民) (122-18, 41-59)
Class 2; 1500 meters X 1500 meters.
Runways: unpaved.
Remarks: small planes only.

K'AI LU (開魯) (121-15, 43-35)
Class 3; 700 meters X 700 meters.
Runways: unpaved. See Map #42.

T'UNG LILU (通遼) (122-14, 43-38)
Class 2; 1500 meters X 1200 meters.
Runways: paved; 600 meters X 30 meters.
See Map # 43.

Between MUKDEN (瀋陽) (123-26, 41-47) and KIRIN (齊齊哈爾) (126-31, 43-43)

CHING YUAN (清原) (124-55, 42-04)
Class 3.
Runways: unpaved.

25X1X7

TABLE III - AIRFIELDS LISTED IN REPORT "A" BUT NOT IN REPORT "B"

LIU HO (柳河) (125-46, 42-17)
Class 2.
Runways: paved.

MEI HO K'OU (梅河口) (125-41, 42-32)
Class 3.
Runways: unpaved.

OMIT * see
page 9

CH'AO YANG HEN (朝陽鎮) (126-02, 42-41)
Class 3.
Runways: unpaved; 1200 meters X 80 meters.
Remarks: handles medium type planes. See Map #44.

Between HAILAR (呼倫) (119-35, 49-12) and YUSHUTUN (榆樹屯) (123-57, 47-11)

YEH PAI SHAO (葉柏壽) (119-37, 41-29)
Class 3; 600 meters X 400 meters.
Runways: unpaved.
Remarks: not very good field.

SUI CHUNG (綏中) (120-19, 40-21)
Class 1.
Runways: paved.
Remarks: Handles medium type planes.

SHAN HAI KUAN (山海關) (119-14, 40-00)
Class 3; 1000 meters X 1000 meters.
Runways: paved; 800 meters X 60 meters.

INNER MONGOLIA

CH'ING TE (承德) (117-52, 40-59)
Class 2.
Runways: unpaved; 800 meters X 30 meters, 1100
meters X 30 meters. See Map #45.

TO LUN (多倫) (116-25, 42-10)
Class 2; 1000 meters X 600 meters.
Runways: unpaved. See Map #46.

ABAGA (阿巴嘎) (116-06, 43-45)
Class 2.
Runways: unpaved; 1800 meters X 120 meters, 1500
meters X 150 meters. See Map #47.

LA LA KHURE (拉瑪呼) (116-47, 45-35)
Class 2.
Runways: unpaved; 3000 meters (see map).
See Map #48.

NONAI SULE (諾爾蘇) (118-45, 45-33)
Class 2; 1000 meters X 300 meters.
Runways: unpaved. See Map #49.

CH'ING LUNG (青龍) (Ch'ing Lung) (118-56, 40-26)
Class 3; 600 meters X 300 meters.
Runways: unpaved.

CHANG PEI (張北) (114-50, 41-06)
Class 3; 800 meters X 600 meters.
Runways: unpaved.
Remarks: light planes only. See Map #50.

SHANG TU (尚都) (113-41, 41-31)
Class 3; 1000 meters X 600 meters.
Runways: unpaved.
Remarks: light planes only. See Map #51.

25X1X7

TABLE III - AIRFIELDS LISTED IN REPORT "A" BUT NOT IN REPORT "B" - JCNH'D

25X1A2g

JCNH'D

Between P' O LI (勐利) (130-43, 45-54) and LO FBI (老非) (130-53, 47-53)

P' O LI (勐利) OR POLI (130-43, 45-54)
Class 1.
Runways: paved; 1200 meters X 80 meters, 1200 meters X 80 meters. See Map #55.

CHIALUSSU East (佳木斯) (130-21, 46-49)
Class 1.
Runways: paved; 1200 meters X 80 meters, 1000 meters X 60 meters. See Map #56.

CHIALUSSU Center (佳木斯) (130-21, 46-49)
Class 1; 1500 meters X 1200 meters.
Runways: paved; 1200 meters X 60 meters; 800 meters X 60 meters. See Map #57.

CHIALUSSU West (佳木斯) (130-21, 46-49)
Class 1.
Runways: paved; 1200 meters X 80. See Map #58.

T'AI P'ING CHEN (太平金鎮) (130-31, 46-42)
Class 2.
Runways: unpaved.

CHUIFEN (追分) (130-32, 46-38)
Class 1.
Runways: paved.
Remarks: handles medium type planes. See Map #59.

YUNG FENG CHEN (永豐金鎮) (130-37, 46-25)
Class 1.
Runways: paved.
Remarks: Can handle medium type planes.

TANG YUAN (湯源) (129-53, 46-23)
Class 1.
Runway: paved; 1500 meters X 100 meters.
See Map #60

HAO LI KANG (雀鳥立岡) (130-17, 47-05)
Class 2.
Runways: paved; 800 meters X 60 meters, 800 meters X 60 meters. See Map #62.

HUANGCHEN (凰金鎮) (130-51, 47-34)
Class 3; 1000 meters X 800 meters.
Runways: unpaved. See Map #99.

CHI HSI (鷄西) (130-56, 45-20)
Class 1; 1200 meters X 800 meters.
Runways: paved; 800 m. X 50 m. See Map #102

P'ING YANG (平陽) (131-27, 45-13)
Class 3; 600 meters X 800 meters.
Runways: paved; 600 meters X 60 meters.
See Map #103.

25X1X7

TABLE III - AIRFIELDS LISTED IN REPORT "A" BUT NOT IN REPORT "B" - CONT'D

TUNG AN (東安)	(131-13, 45-27)
Class 1; 2000 meters X 2000 meters.	See NOTE, p. 9.
Runways: 1500 meters X 100 meters, 1000 meters X 100 meters.	See Map #104.
LO PEI (羅北)	(130-53, 47-53)
Class 3; 600 meters X 600 meters.	
Runways: unpaved.	See Map #61.
<u>Between SHIH YEN (石鵬) (129-48, 43-04) and LIESHAN (隴山) (131-55, 45-31)</u>	
WEN CHUN (溫春)	(129-31, 44-45)
Class 1.	
Runways: paved; 1800 meters X 100 meters, 1200 meters X 80 meters.	
Remarks: handles medium type planes.	See Map #64.
MU LENG (穆棱)	(130-15, 44-32)
Class 3; 300 meters X 600 meters.	
Runways: unpaved.	See Map #55.
HAI LIN (海林)	(129-23, 44-34)
Class 1; 2000 meters X 1800 meters.	
Runways: paved; 1200 m. X 100 m.	See Map #66.
SUI FAN HO (綏芬河)	(131-09, 44-23)
Class 3; 800 meters X 500 meters.	
Runways: paved; 600 m. X 50 m.	See Map #67.
Remarks: Use inconvenient because of narrow valleys.	
PA MIEN T'UNG (八面通)	(130-33, 44-54)
Class 1; 2000 meters X 2000 meters.	
Runways: paved; 1200 m. X 80 m., 1000 m X 80 m.	See Map #68.
TUNG NING (東寧)	(131-14, 44-01)
Class 3; 1000 meters X 800 meters.	
Runways: paved; 600 m. X 30 m.	See Map #69.
LIN K'OU (林口)	(130-15, 45-20)
Class 2; 1800 meters X 1800 meters.	
Runways: paved.	
Remarks: Handles medium type planes.	
<u>Between HARBIN (哈爾濱) (126-39, 45-47) and WANG YEH MIAO (王爺廟) (122-05, 46-05)</u>	
YÜ SHU T'UN (榆樹屯)	(124-53, 45-21)
Class 1.	
Runways: paved; 1800 meters X 80 meters, 1500 m. X 80 m., 800 m. X 50 m.	See Map #70.
CHEN HSI (鎮西)	(122-52, 45-37)
Class 1; 3000 meters X 3000 meters.	
Runways: paved.	See Map #71.
P'ING AN CHEN East (平安鎮)	(122-31, 45-47)
Class 1.	
Runways: unpaved.	Map #71.
P'ING AN CHEN West (平安鎮)	(122-31, 45-47)
Class 1; at least 2000 meters square.	
Runways: unpaved.	
Remarks: can handle medium planes.	Map #71.
T'AO NAN (桃南)	(122-47, 45-21)
Class 1.	
Runways: paved; 1800 meters X 100 meters, 1000 meters X 80 meters.	See Map #72.

TABLE III - AIRFIELDS LISTED IN REPORT "A" BUT NOT IN REPORT "B" - CONT'D

TAI LAI (泰来) (123-32, 46-21)
Class 2; 1800 meters X 1800 meters.
Runways: unpaved.

Between HEIHO (黑河) (127-28, 50-15) and HARBIN (哈尔滨) (126-29, 45-47)

NI CHIU HO (泥讷河) (126-00, 50-00 sq.)
Class 1.
Runways: paved.

I LA HA CHEN (严拉哈镇) (125-11, 48-51)
Class 2.
Runways: unpaved.
Remarks: small planes only.

NG MO ERH HO (讷谟尔) (126-00, 48-00 sq.)
Class 2.
Runways: unpaved.

MEN CHIANG North (嫩江) (125-13, 49-11)
Class 1. - - - See NOTE, p. 9
Runways: paved.
Remarks: handles medium type planes. See Map # 82.

MEN CHIANG South (嫩江) (125-13, 49-11)
Class 2; 1800 meters X 1800 meters. - - - See NOTE, p. 9
Runways: unpaved; 1200 m. X 80 m., 1200 m. X
80 m. See Map #83.

HA ERH T'UN (哈尔滨) (125-00, 49-00 sq.)
Class 1.
Runways: paved.

HSEIN K'AI LING (新南陵) (126-45, 50-12)
Class 1.
Runways: paved.

WESTERN HEILUNG KIANG PROVINCE

SHU TENG MIAC (舒テン庙) (117-38, 48-07)
Class 2.
Runways: unpaved.
Remarks: boundaries as airfield unknown - large
grass plain.

MANCHOU LI (满洲里) (117-26, 49-35)
Class 2; 1200 meters X 700 meters.
Runways: unpaved. See Map #84.

NORTHERN HEILUNG KIANG PROVINCE

HU MA (呼玛) (126-41, 51-33)
Class 3.
Runway: unpaved; 600m. X 50 m. See Map #86.

OU FU (鸥浦) (126-03, 52-45)
Class 3.
Runway: unpaved; 600 m. X 60 m. See Map #87.

MO HO (漠河) (122-21, 53-26)
Class 3; 800 meters X 200 meters.
Runway: unpaved; 650 m. X 40 m. See Map #88
25X1X7

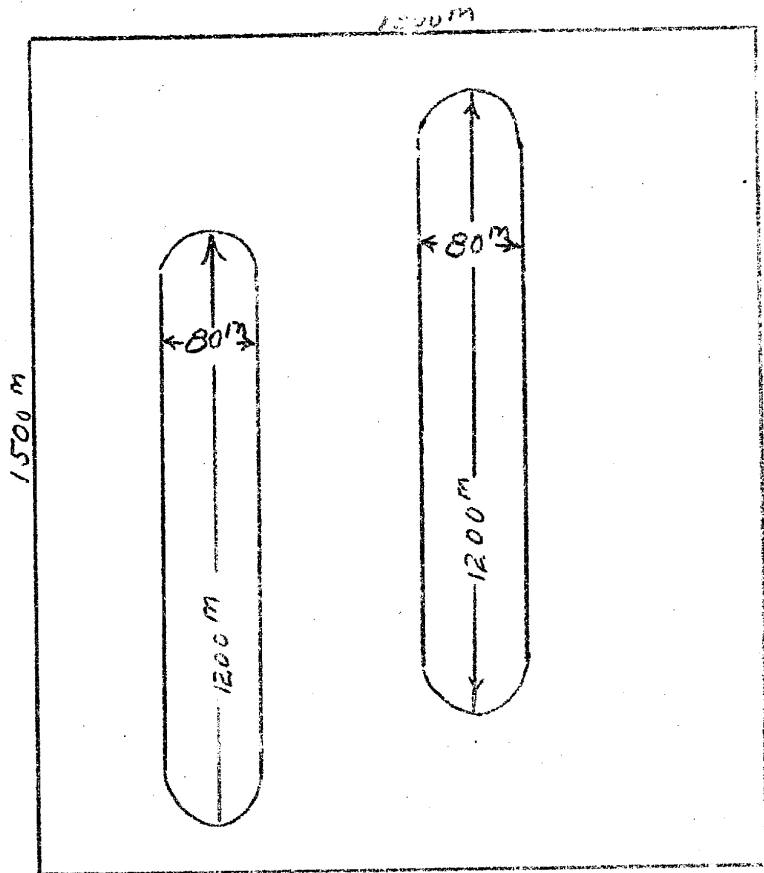
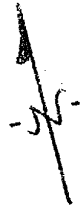
TABLE III - AIRFIELDS LISTED IN REPORT "A" BUT NOT IN REPORT "B" - CONT'D

EASTERN BORDER AREA, MANCHURIA	
AN LO CHEN (安樂鎮)	(133-50, 45-49)
Class 3.	
Runways: paved; 1500 meters X 100 meters, 1000 m. X 100 m. See Map #73	
Remarks: new name of this region is HU LIN.	
HU LIN (虎林)	(133-45, 46-25)
Class 3; 1000 meters X 1000 meters.	
Runways: paved; 600 meters X 50 meters.	
Remarks: new name is HU T'OU. See Map #91.	
PAC CHING South (寶清)	(132-17, 46-38)
Class 2.	
Runways: paved. See Map #74.	
Remarks: for medium type planes.	
PAO CHING North (寶清)	(132-17, 46-38)
Class 3.	
Runways: unpaved. See Map #74.	
Remarks: for small planes.	
JAO HU (饒河)	(134-03, 46-38)
Class 3.	
Runways: paved; 550 meters X 50 meters, 580 meters by 50 meters. See Map #75.	
T'UNG CHIANG (同江)	(132-29, 47-39)
Class 3; 1200 meters X 1200 meters.	
Runways: unpaved. See Map #76.	
FU CHIN West (富錦)	(131-59, 47-14)
Class 1.	
Runways: paved; 1200 meters X 80 m. See Map #77.	
FU CHIN Center (富錦)	(131-59, 47-14)
Class 1.	
Runways: paved; 1200 meters X 60 m., 800 m. X 60 m. See Map #78.	
FU CHIN East (富錦)	(131-59, 47-14)
Class 1.	
Runways: paved; 1200 meters X 80 m., 1200 m. X 80 m. See Map #79.	
FO SHAN (佛山)	(130-30, 48-39)
Class 3.	
Runways: unpaved; 600 meters X 40 m. See Map #80	
FU YUAN (撫遠)	(134-24, 48-22)
Class 3.	
Runways: unpaved; 600 meters X 80 m. See Map #81	

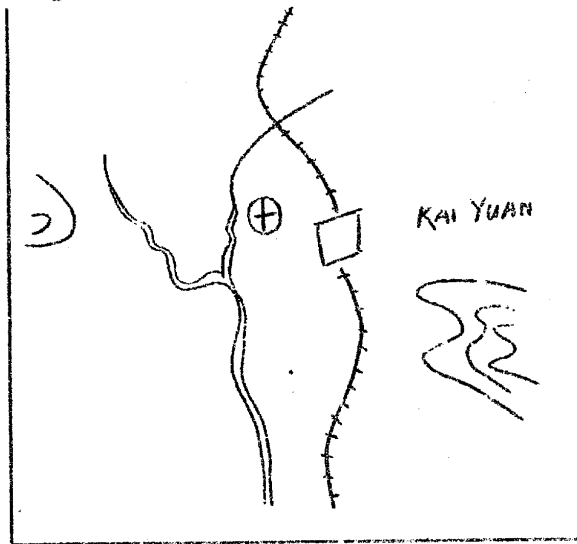
25X1X7

-20-

25X1A2g



GENERAL MAP



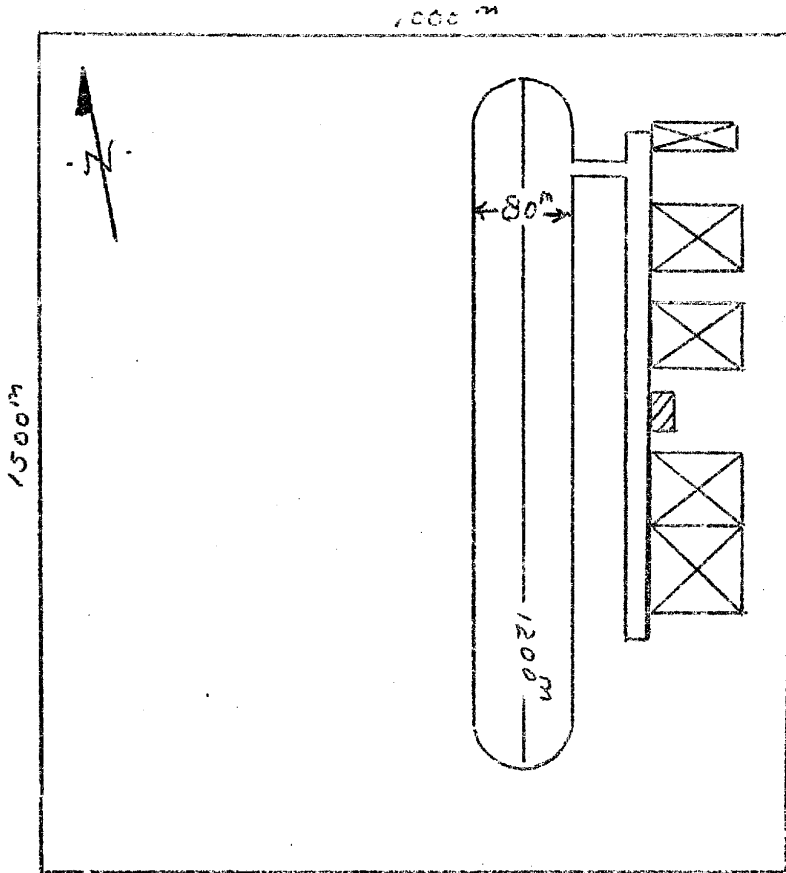
(南原)

KAI YUAN AIRFIELD

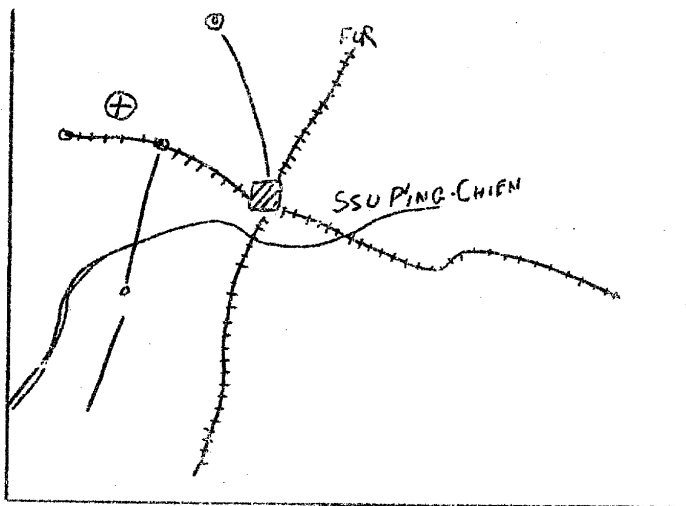
1. Details unknown.

25X1X7





A

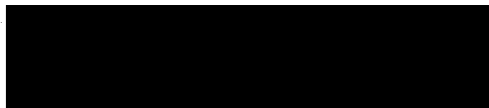


(四平街)

SSU PING CHIEH AIRFIELD: Can Handle medium type or smaller planes.

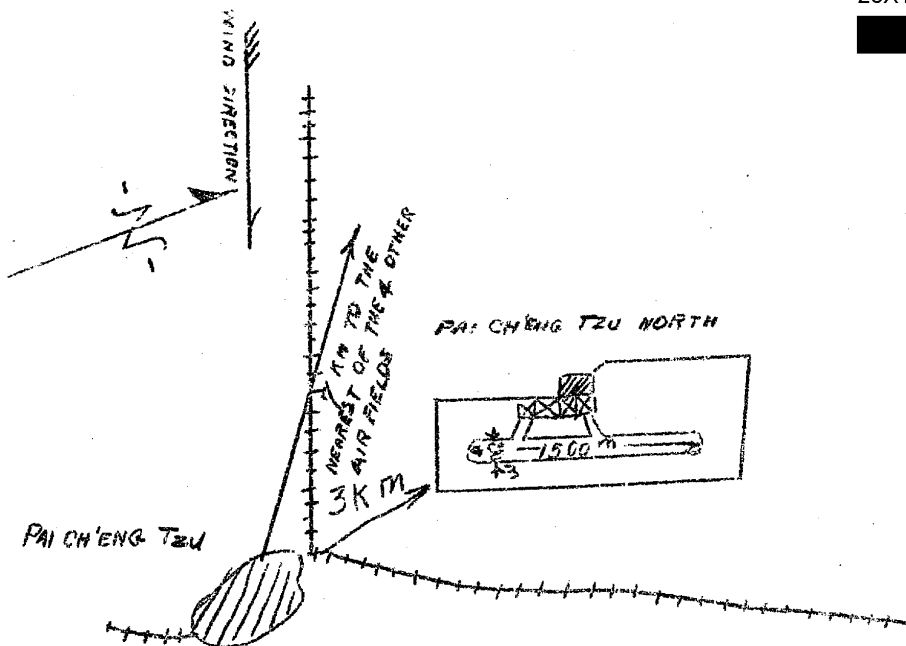
- 1.
2. Ground is soft; only runway can be used.
3. No obstacles in vicinity.
4. Room for expansion.
5. No special atmospheric phenomena.

25X1X7

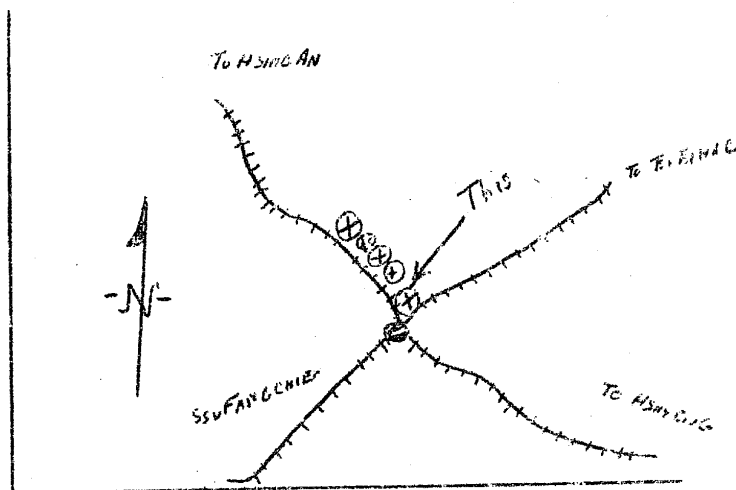


25X1A2g

A



GENERAL MAP

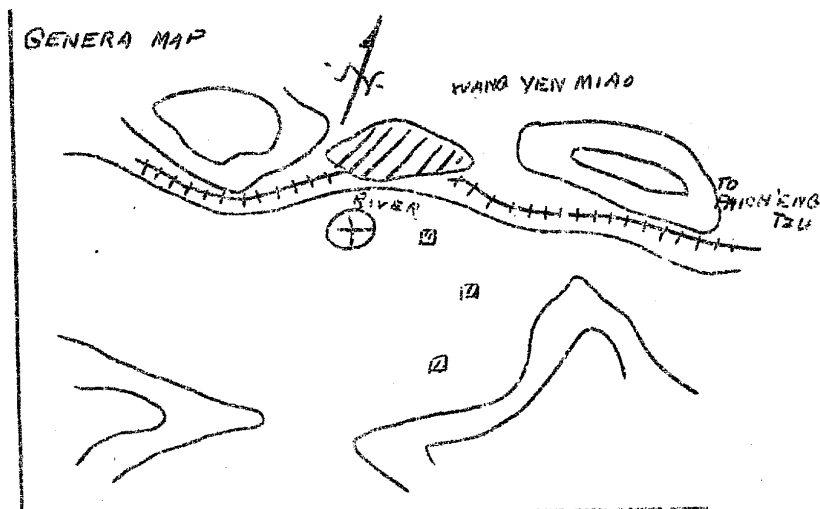
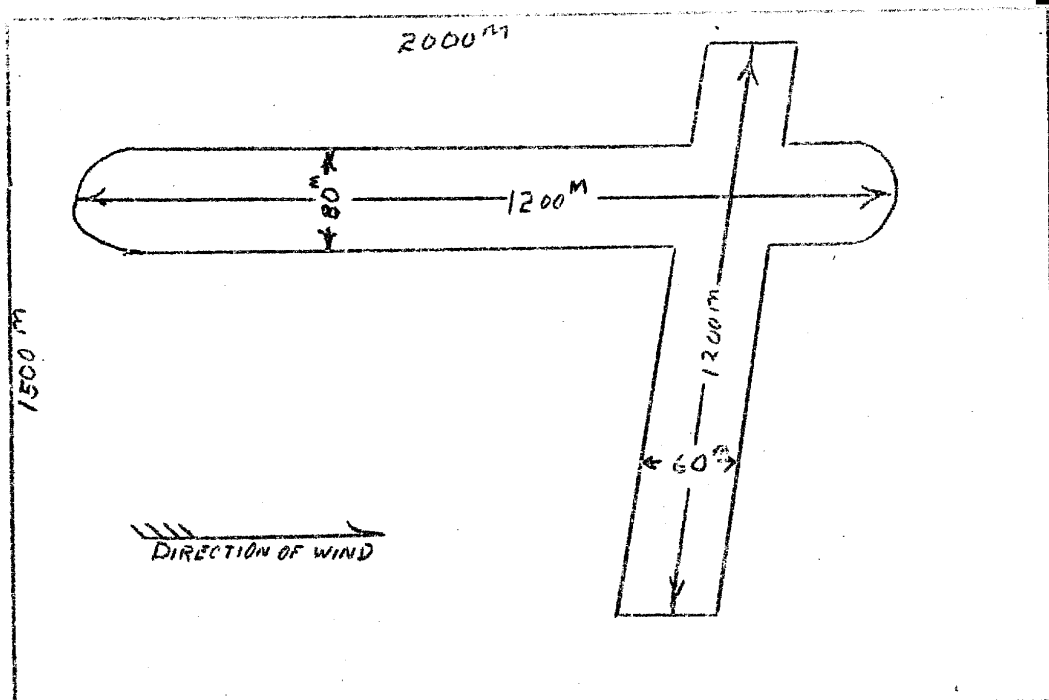


(白城子)

PAI CH'ENG Tzu NORTH AIRFIELD:

1. Located about 3 kilometers north of Pai Ch'eng Tzu, and about 4 kilometers south of a group of four other airfields.
2. Concrete runway.
3. Plenty of room for expansion; very bright prospect for future.
4. No obstructions in vicinity.
5. No special atmospheric phenomena.

25X1X7



(興安)

HSING AN (WANG YEH MIAO) EAST AIRFIELD Able to handle medium type planes.

1. Direction of wind: Because of the valley the wind comes from the east and west, but when the weather changes, the wind blows north and south. Wind is weak in summer and strong in winter.
2. Ground is soft; only runways can be used.
3. The surrounding mountains do not affect take offs and landings, except when landing from the north or south.
4. Possibilities for expansion.

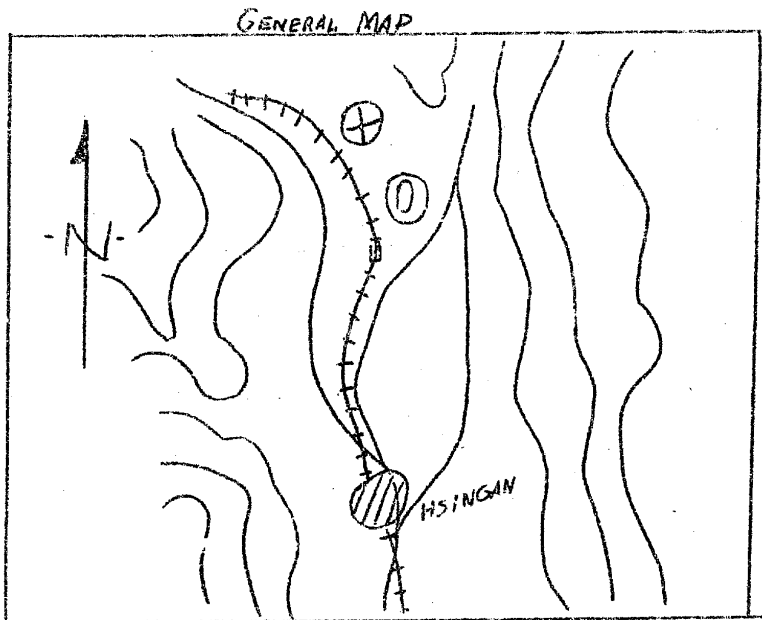
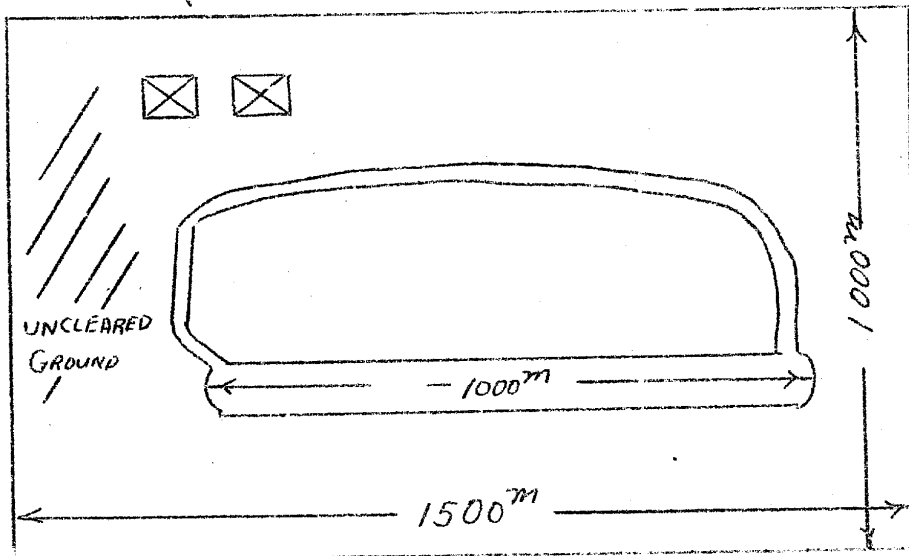
(See Map #4b)

25X1X7



25X1A2g

DIRECTION OF WIND



(興安)

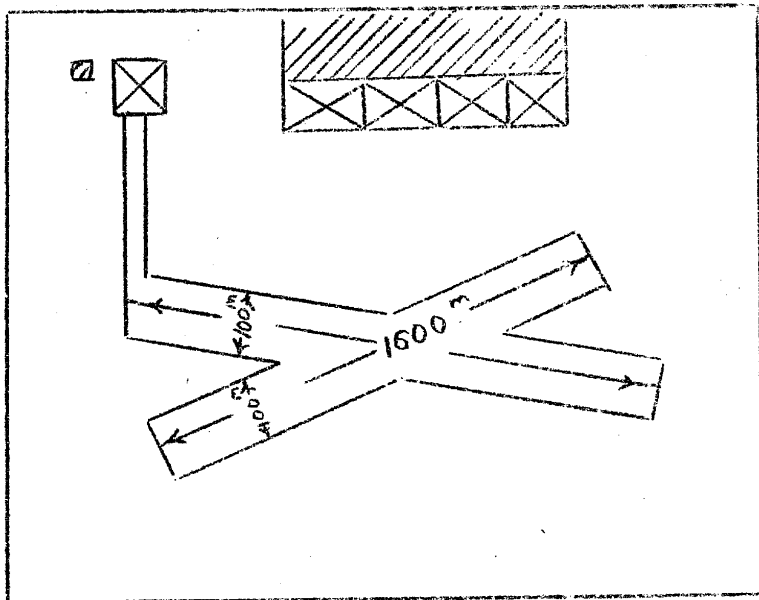
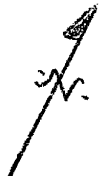
HSING AN (WANG YEH MIAC WEST AIRFIELD):
No special comments to make.

(See Map #4A)

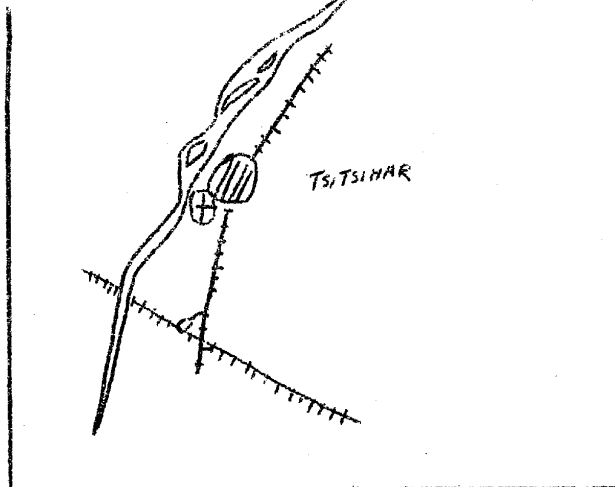
25X1X7



25X1A2g



GENERAL MAP



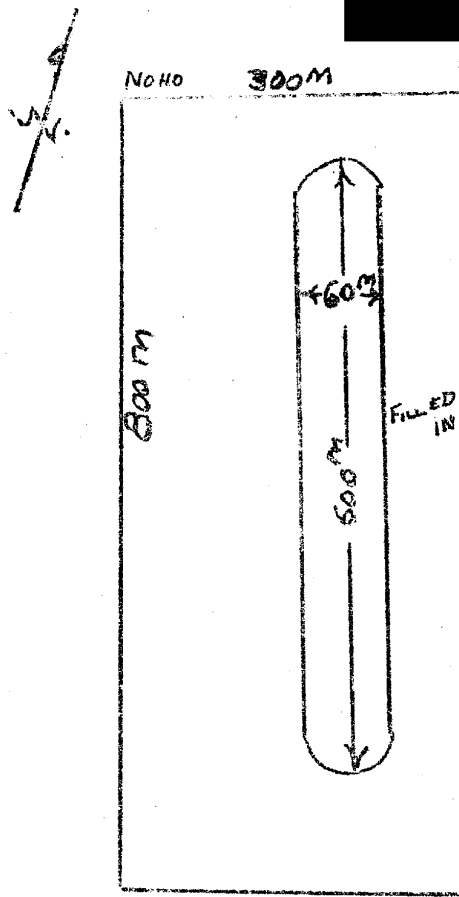
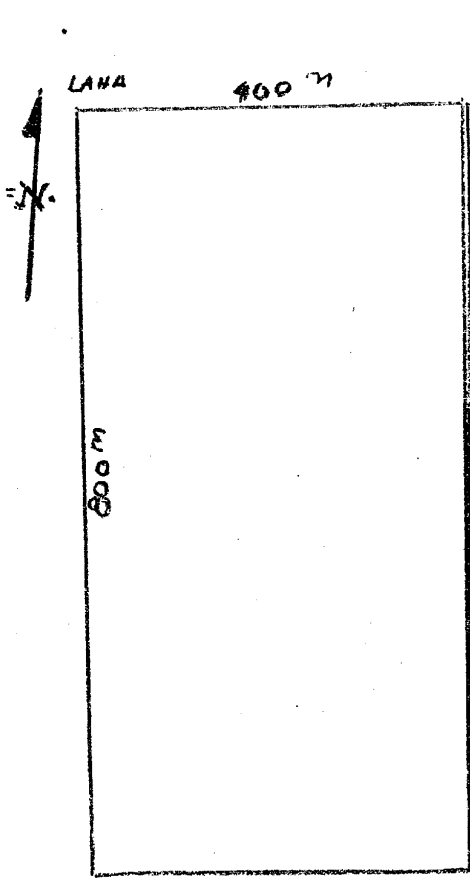
(新新塔尔)

TSITSIHAR AIRFIELD: Able to handle medium type planes.

- 1. Wind is weak all year.
- 2. Ground surface is soft; use only runways.
- 3. Few obstructions in vicinity.
- 4. Has a future.
- 5. No special atmospheric phenomena.

25X1X7



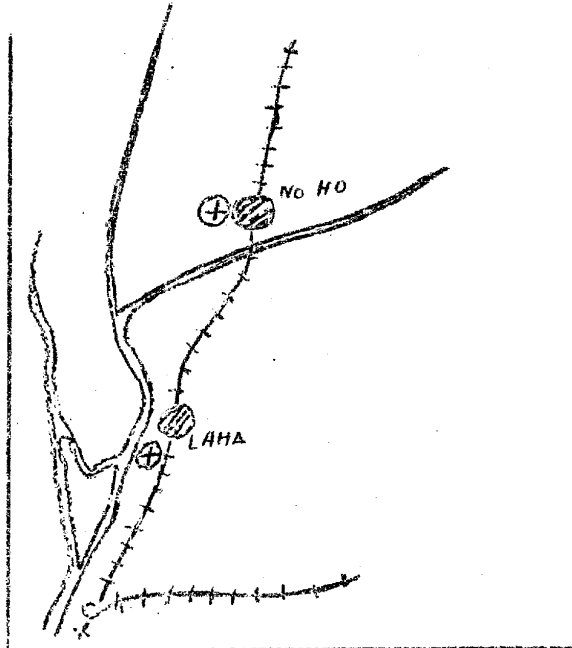


(拉哈)

LA HA and NO HO AIRFIELDS.

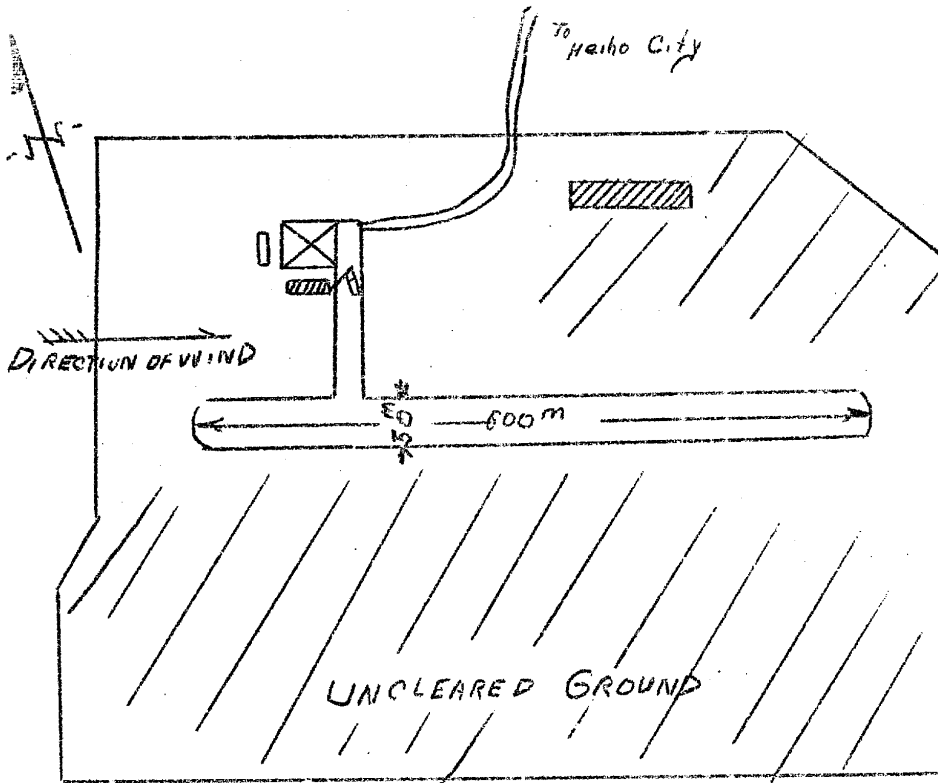
1. Both airfields are used only in case of forced landings.
2. No obstructions in vicinity.

GENERAL MAP

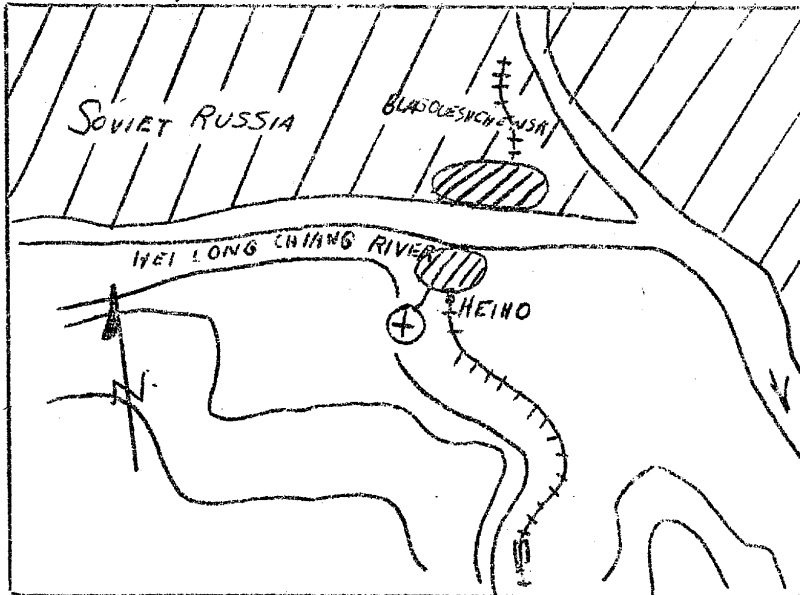


25X1X7

25X1A2g



GENERAL MAP



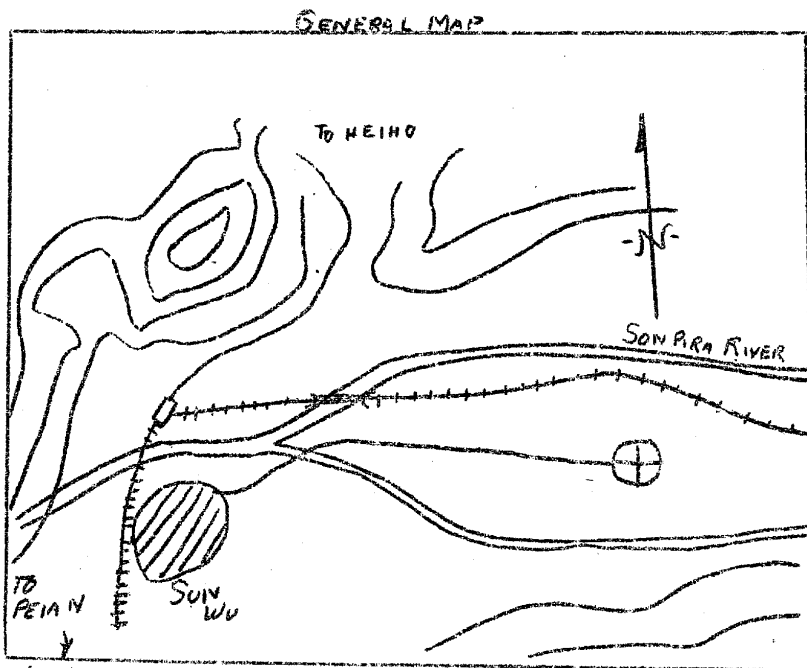
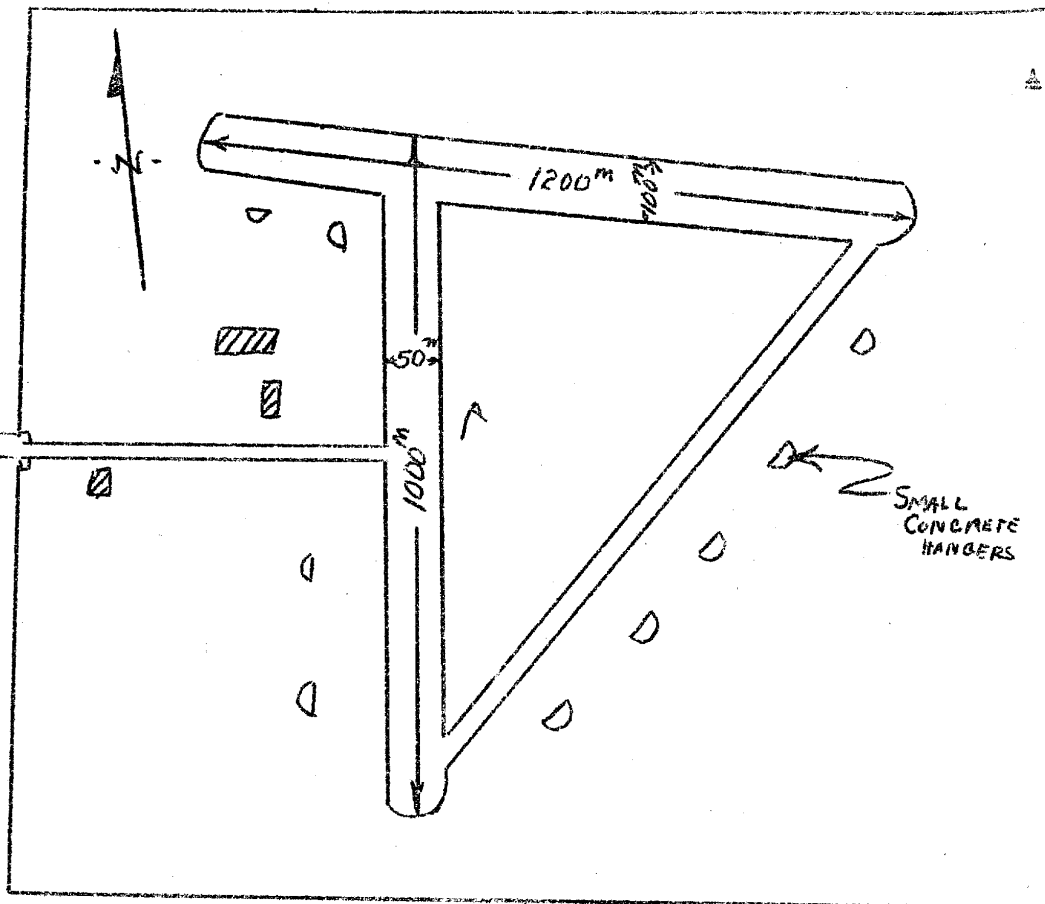
(黑河)

HEIHO AIRFIELD: Handles only small type planes.

1. Located about 1 kilometer Southwest of city.
2. Asphalt runway; outside of runway ground is not good.
3. The whole airfield has an East-West inclination of 3/100 degrees.
4. The runway is in direction of slope; landing toward the East is dangerous. No prospect for future.
5. No special atmospheric phenomena.

25X1X7

25X1A2g



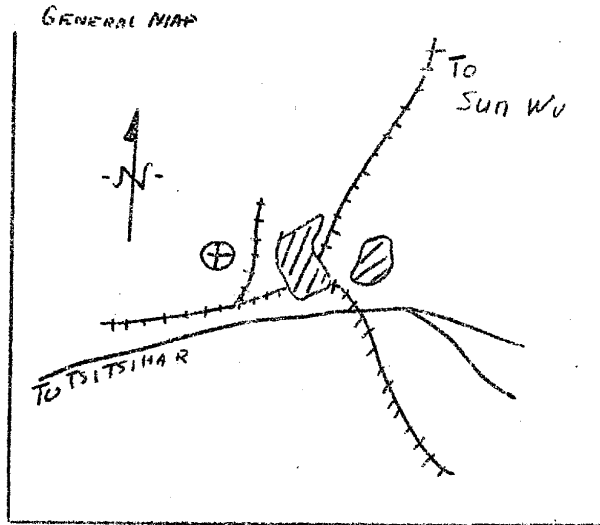
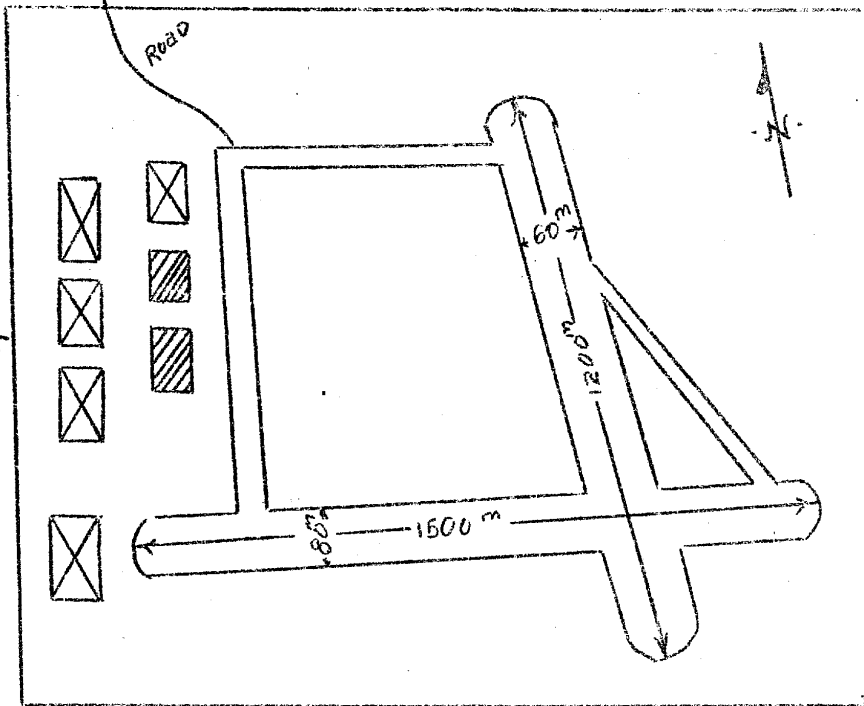
(孫吳)

SUN WU AIRFIELD; Able to handle medium type planes.

25X1X7

- 1.
2. Ground is soft; use only the runway.
3. Use care in landing from the North.
- 4.
5. Lot of river fog.

25X1A2g

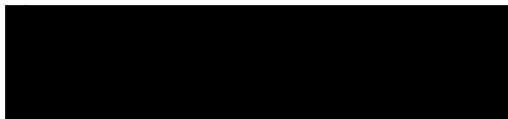


(北京)

PEIAN WEST AIRFIELD: Can handle medium type planes.

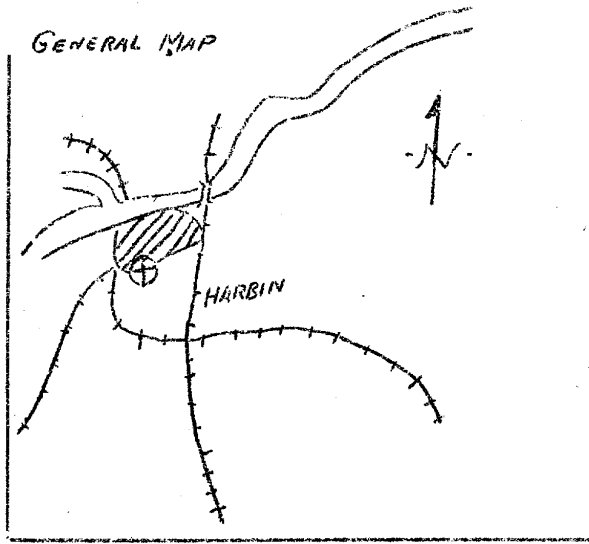
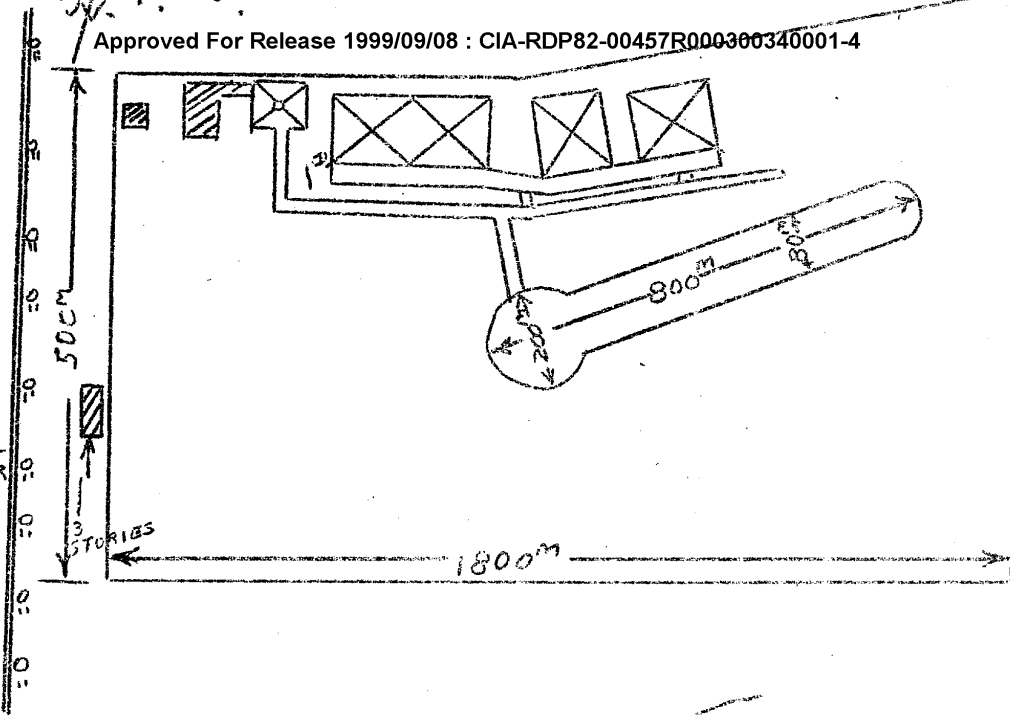
1. Northwest wind nearly all the time.
2. The ground gets soft during thawing and rainy seasons; taking off from surface other than runway is frequently impossible.
3. A few obstacles in vicinity.
4. Plenty of room for expansion.
5. During winter it is often necessary to shovel off snow.

25X1X7



A

MEMORIAL TOWER



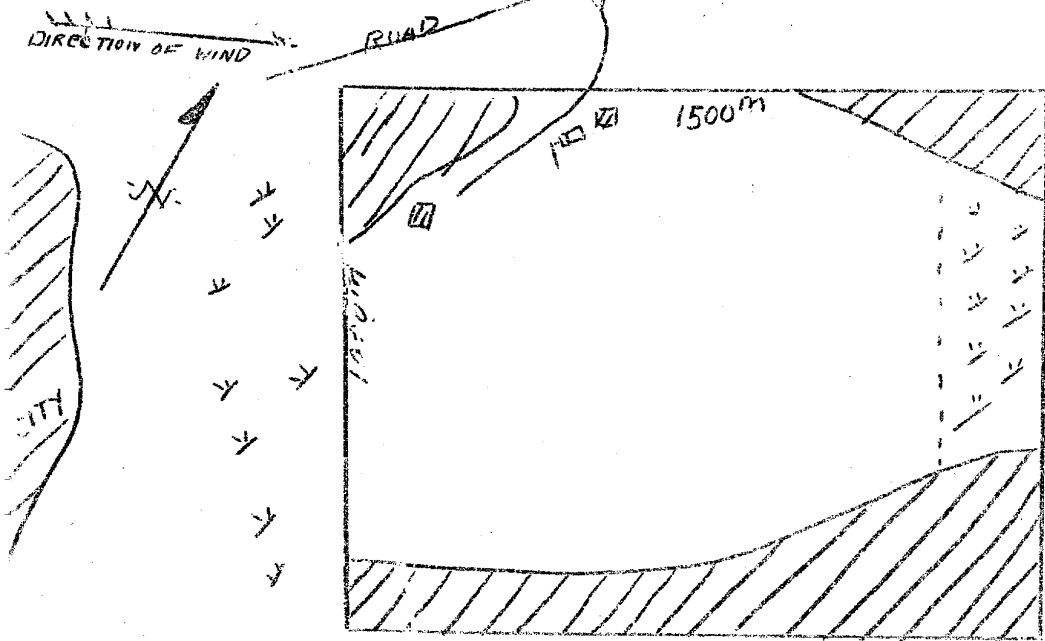
(哈尔滨)

HARBIN EAST AIRFIELD: Handles medium or smaller type planes.

- 1. Wind is Northwest and Southwest.
- 2. Ground other than runway is usable except during thawing time.
- 3. On the West side there is a school as well as telephone poles; no other obstacles.
- 4. Has prospect for future.
- 5. No special atmospheric phenomena.

25X1X7



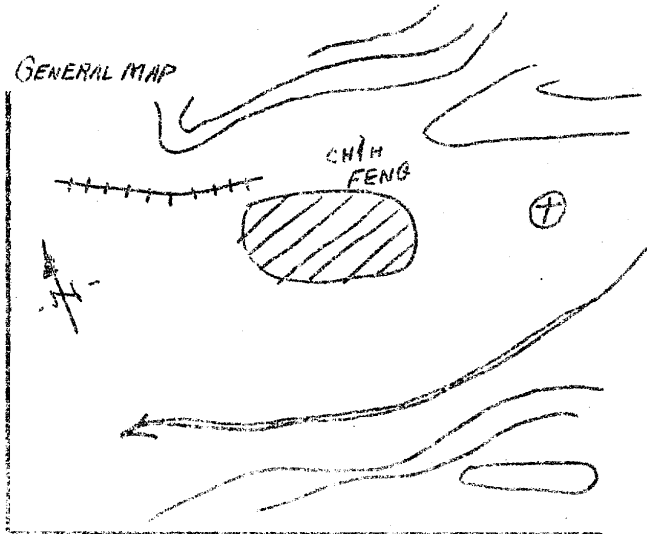


(赤峰)

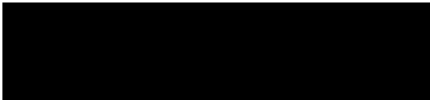
CH'IH FENG AIRFIELD; small planes only.

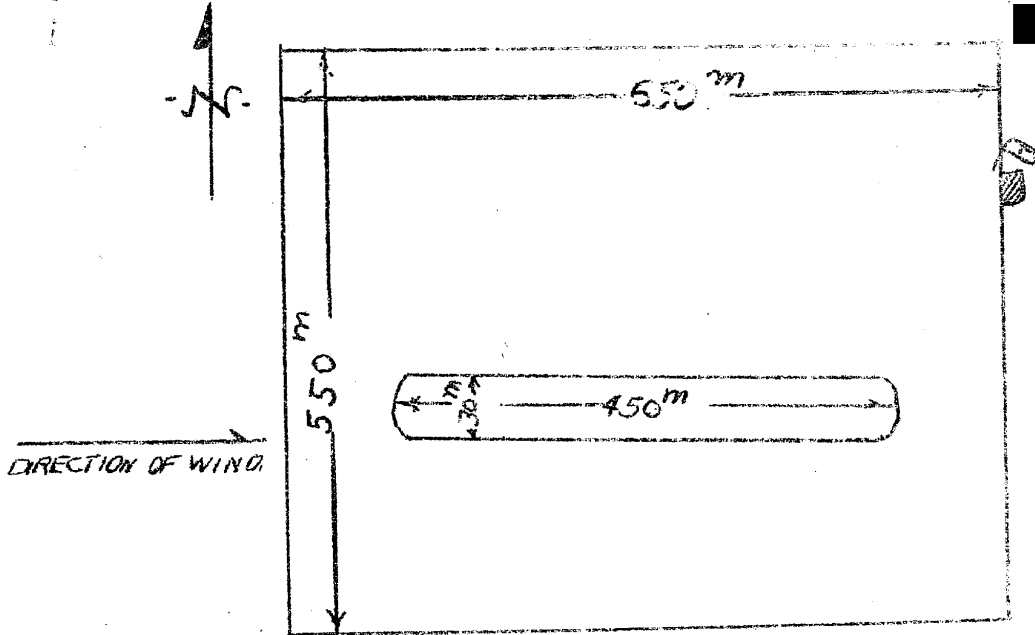
- 1.
2. Unusable after heavy rains; red dirt surface becomes viscid.
3. Mountains nearby.
4. No future.
5. Yellow sand sometimes blows until visibility reaches zero.

GENERAL MAP

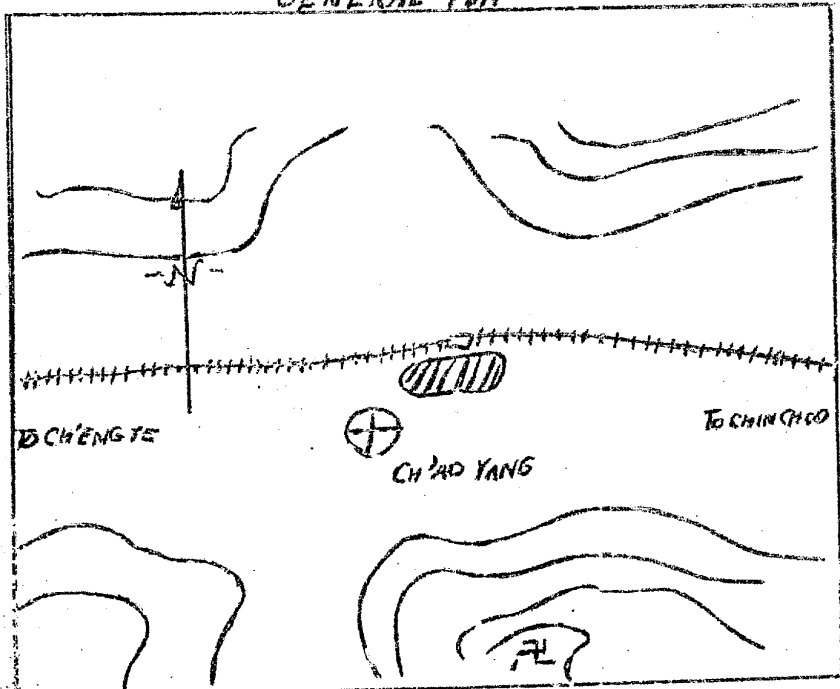


25X1X7





GENERAL MAP

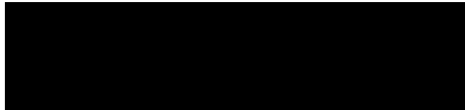


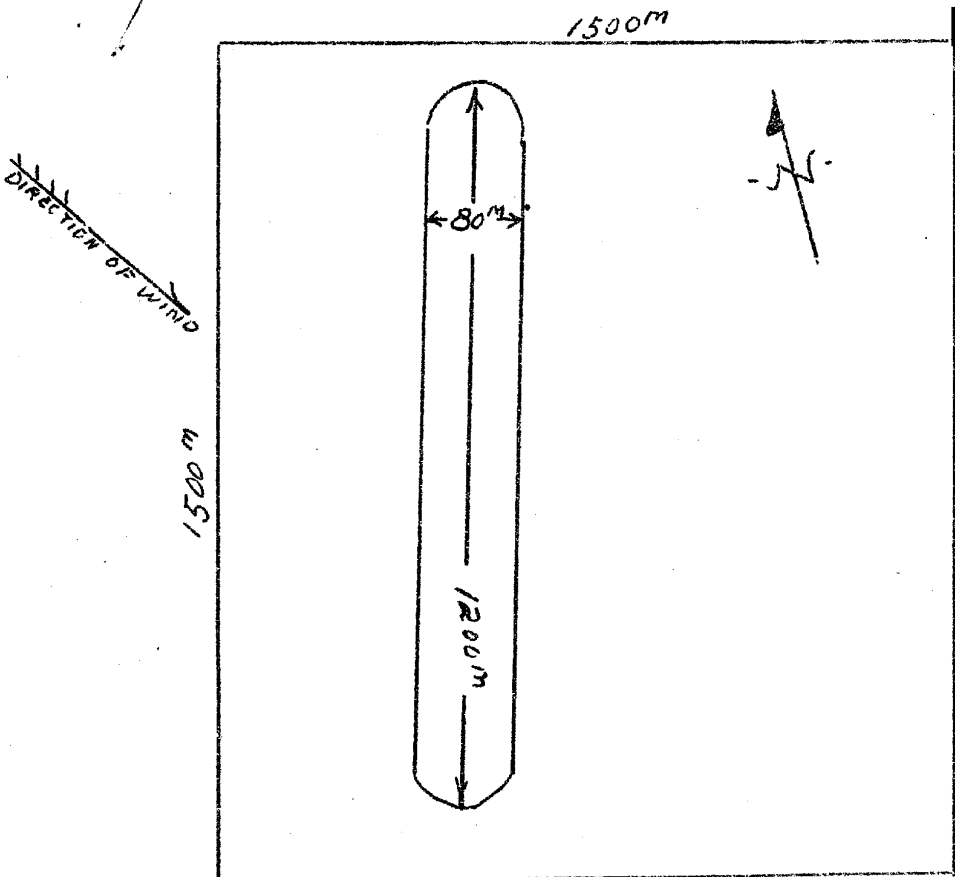
朝陽

CH'AO YANG AIRFIELD: Can handle only light planes.

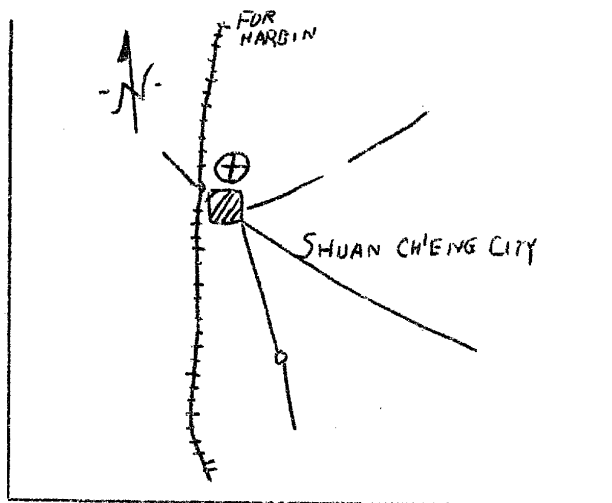
1. Direction of the wind is West.
2. Can expand towards the Southwest.
3. No obstructions to the East or West, but there are mountains on the North and South.
4. Nothing paved; the landing strip is hard-packed ground.
5. Often unusable during thaw and rainy seasons.

25X1X7





GENERAL MAP



(雙城)

SHUANG CH'ENG AIRFIELD: Able to handle medium type planes.

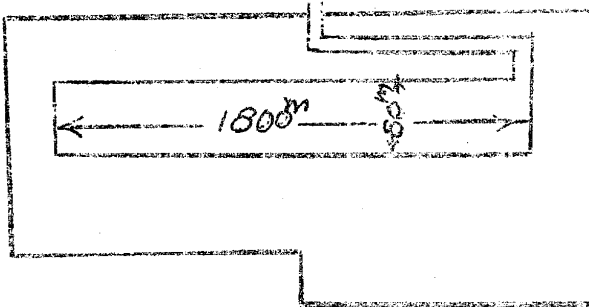
1. Wind is generally from the Northwest.
2. Ground, other than runway, is soft during rainy season and thaws.
3. Room for expansion.
4. No obstructions.

25X1X7



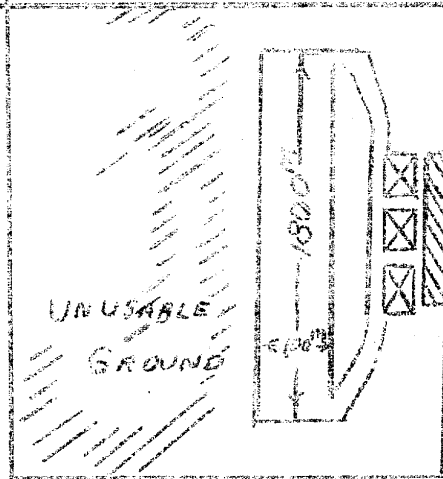


NORTH AIRFIELD

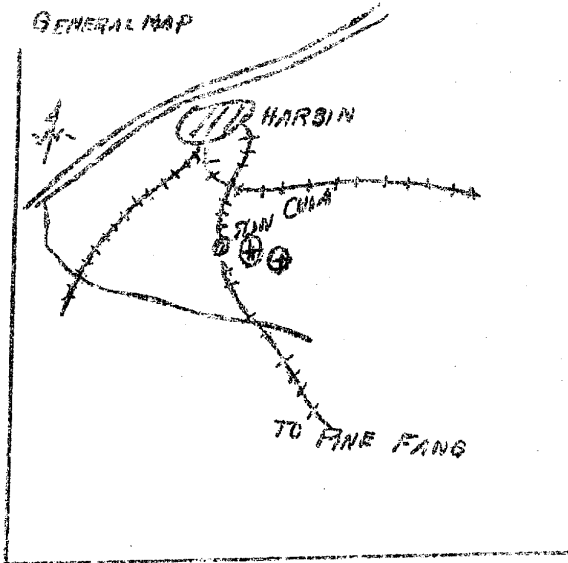


WIND DIRECTION

SOUTH AIRFIELD



GENERAL MAP



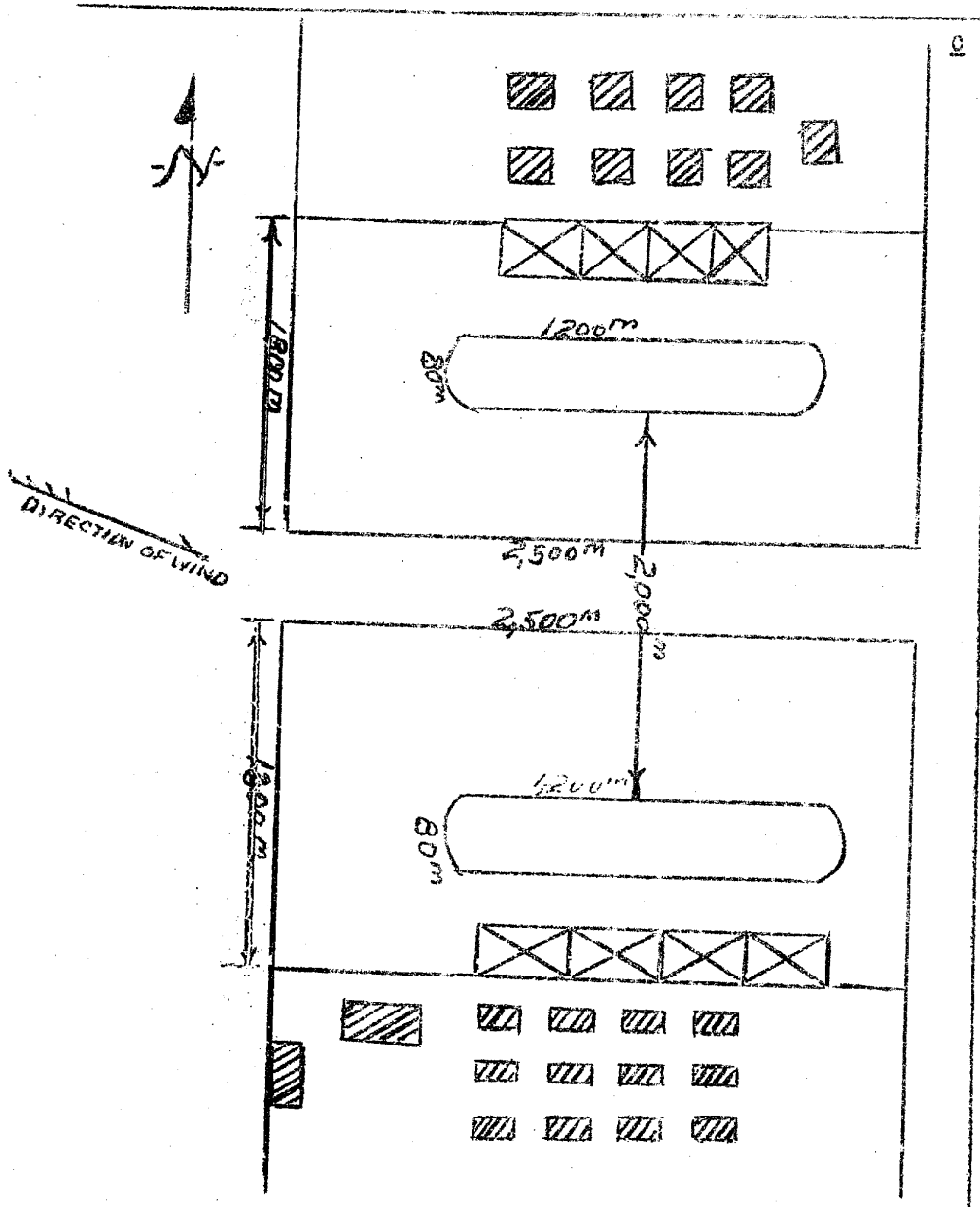
(孫家)

SUN CHIA NORTH and SOUTH AIRFIELDS: Able to handle medium type planes.

- 1.
2. Can use only the runways on both airfields.
3. No obstacles in vicinity.
4. Prospect for future.
5. Lot of fog, but it disappears early.



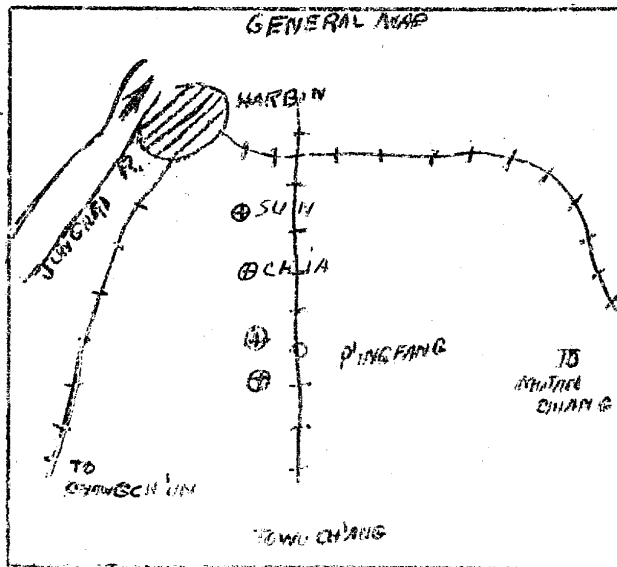
25X1X7



(平房)

P'ING FANG AIRFIELD (25 Km. South of Harbin): Adaptable for use by medium type planes.

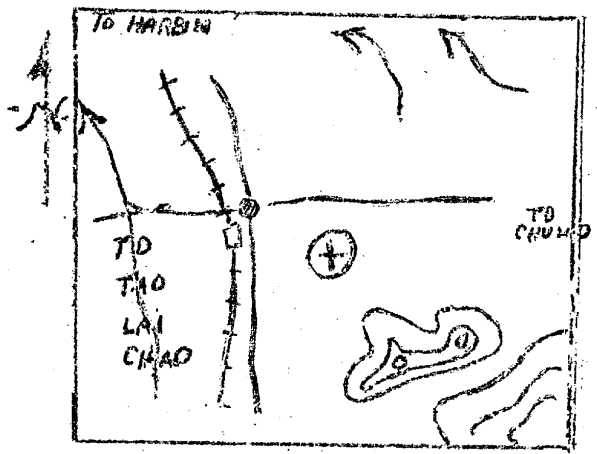
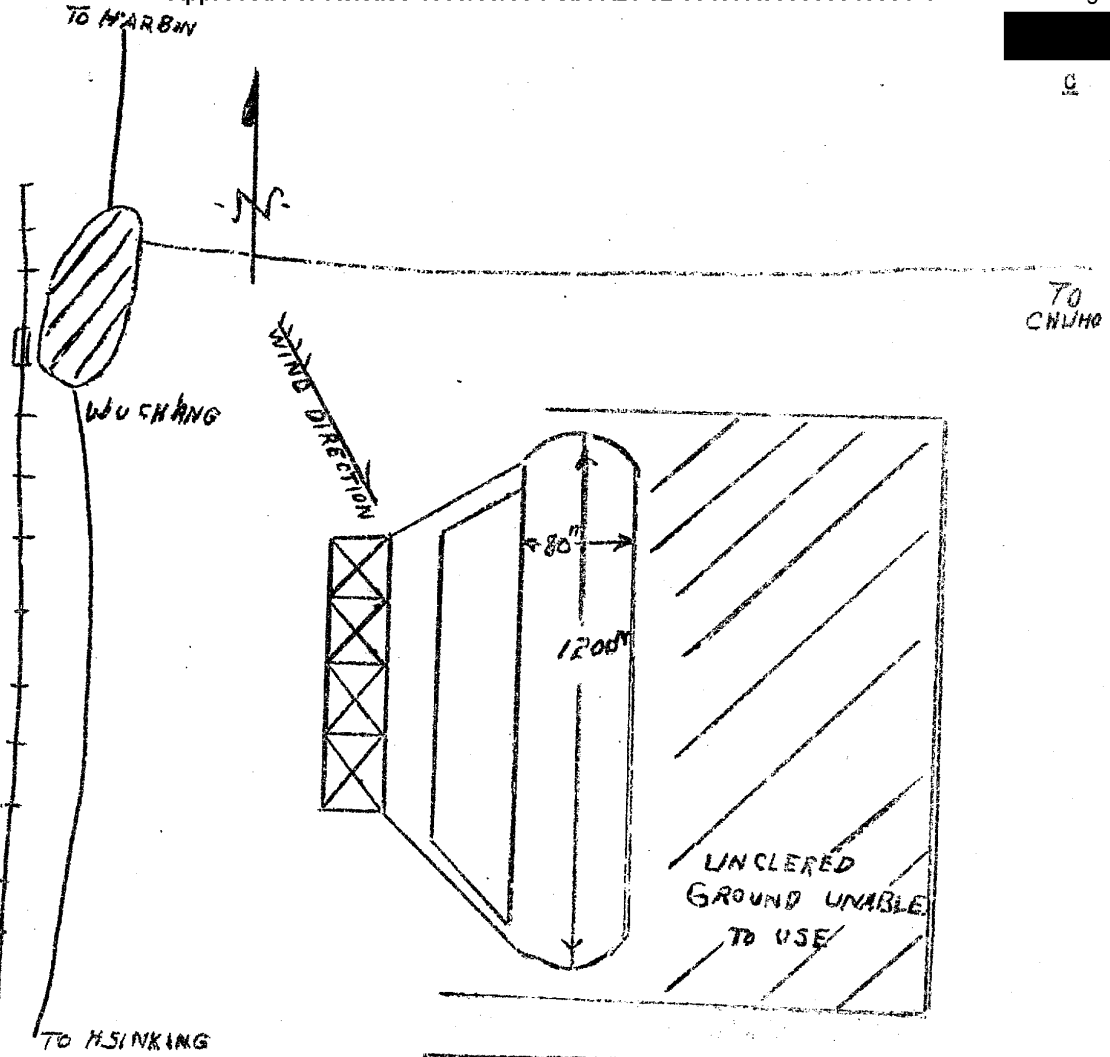
1. Direction of wind: Northwest.
2. No obstacles in vicinity.
3. Plenty of room for expansion; needs improvement before handling large type planes.
4. Snows a little.



25X1X7



C



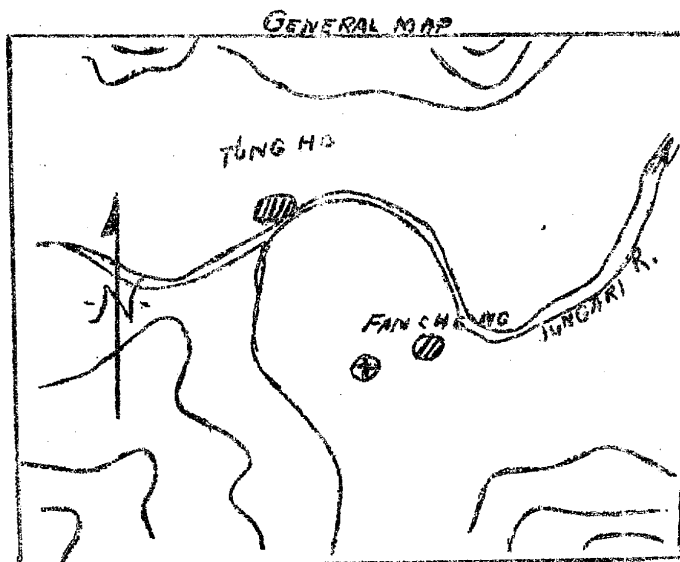
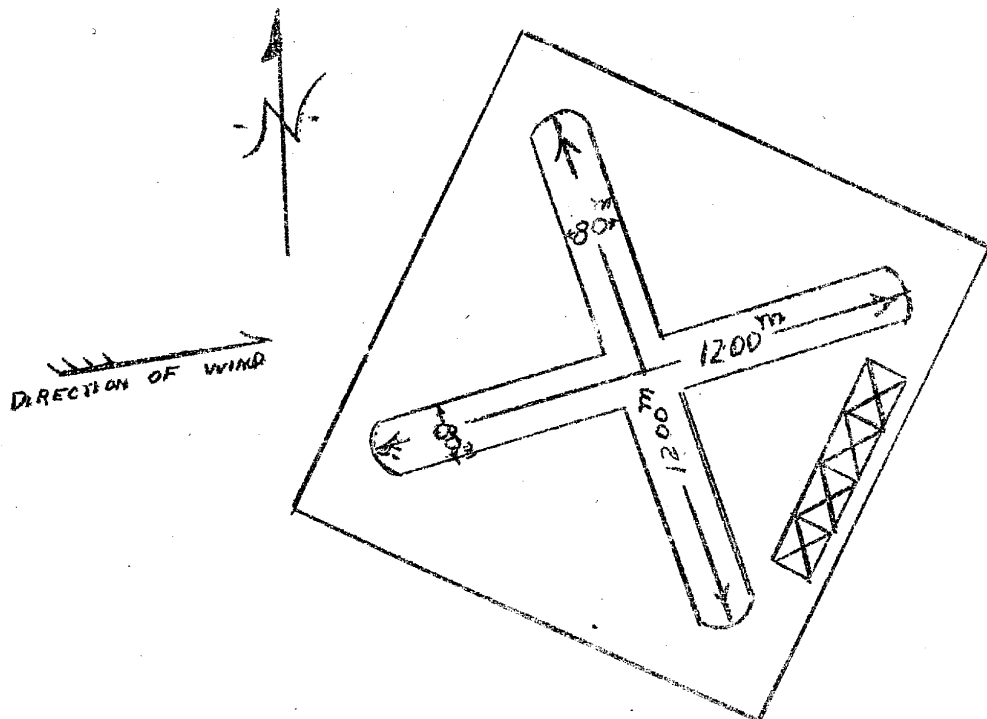
(五常)

- WU CH'ANG AIRFIELD: Able to handle medium type planes.
1. Direction of wind is Northwest.
 2. There are a few obstructions.
 3. Ground is swampy - little room for expansion.
 4. Only the runway can be used.

25X1X7



ic



(方正)

FANG CHENG AIRFIELD: Able to handle medium type planes.

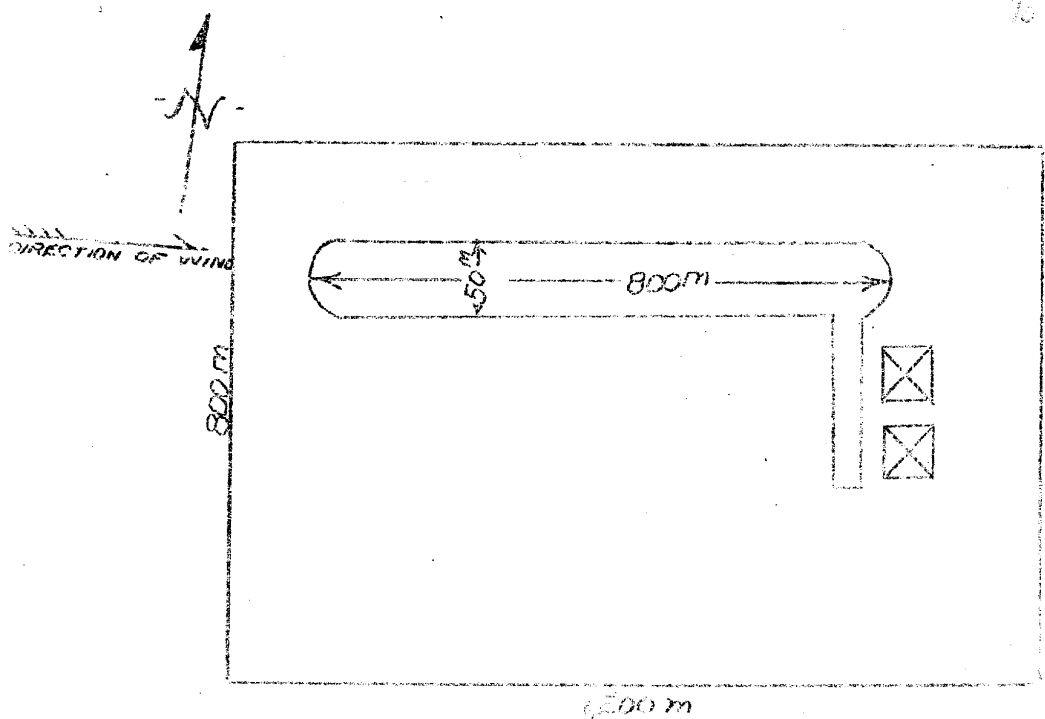
1. Located 2 kms. West of city.
2. Runway paved with concrete.
3. Obstacles negligible.
4. Room for expansion.
5. Excellent possibilities for future.
6. No special atmospheric phenomena.

25X1X7

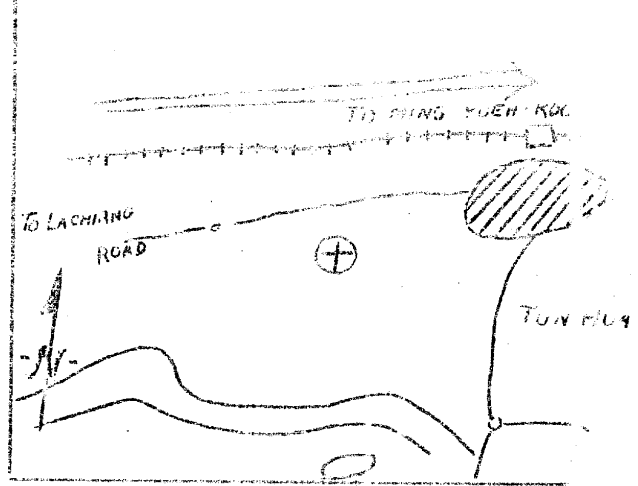




TUN HUA



GENERAL MAP



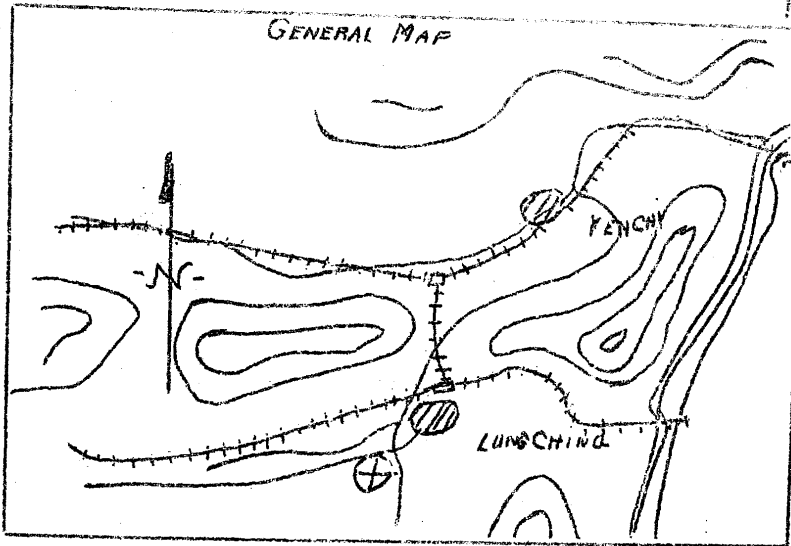
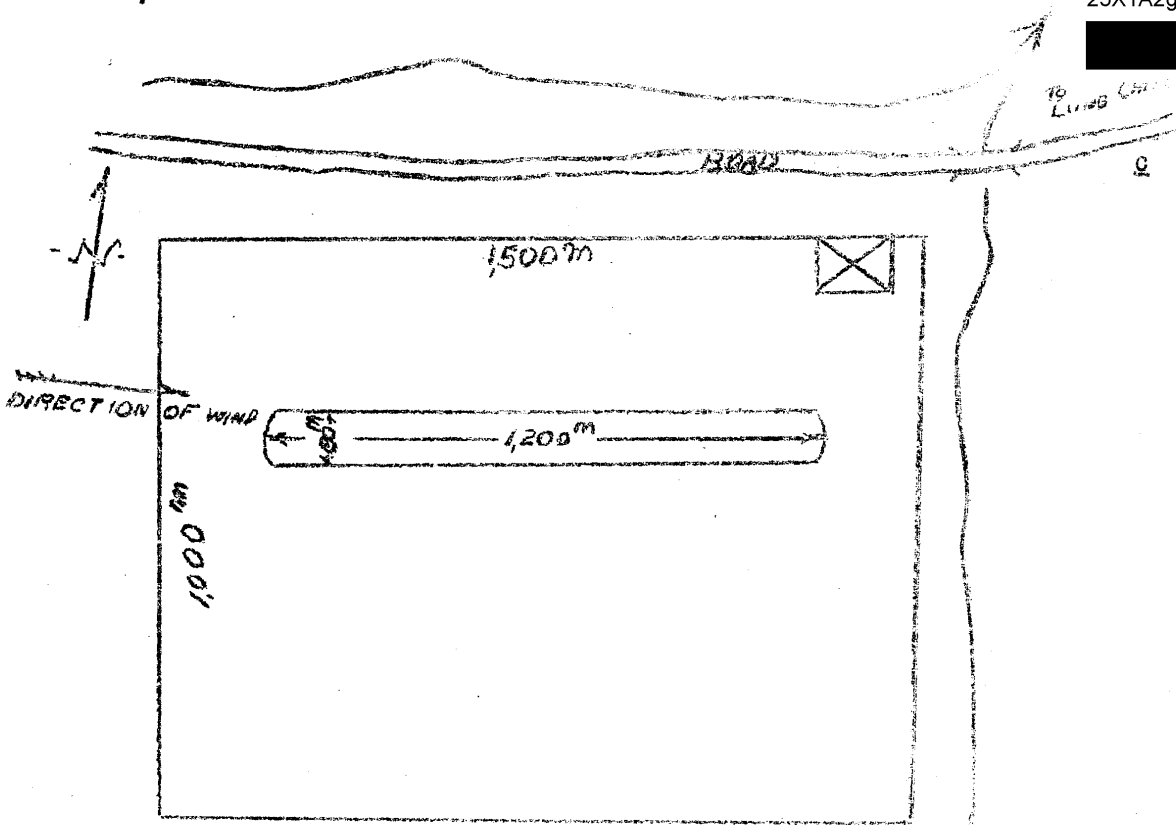
(敦化)

TUNHUA AIRFIELD: Able to handle medium sized planes.

- 1. Direction of the wind is West.
- 2. Ground, other than runways, may also be used.
- 3. Area surrounding the airfield is, on the whole, good.
- 4. There is room for expansion.
- 5. Quite a bit of fog.

25X1X7



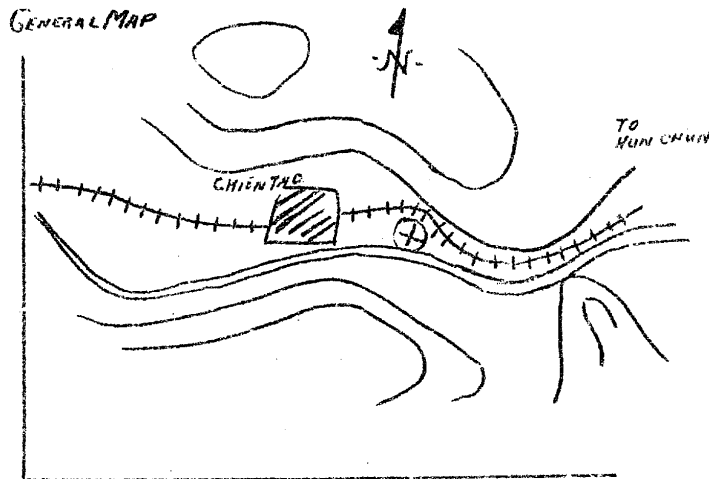
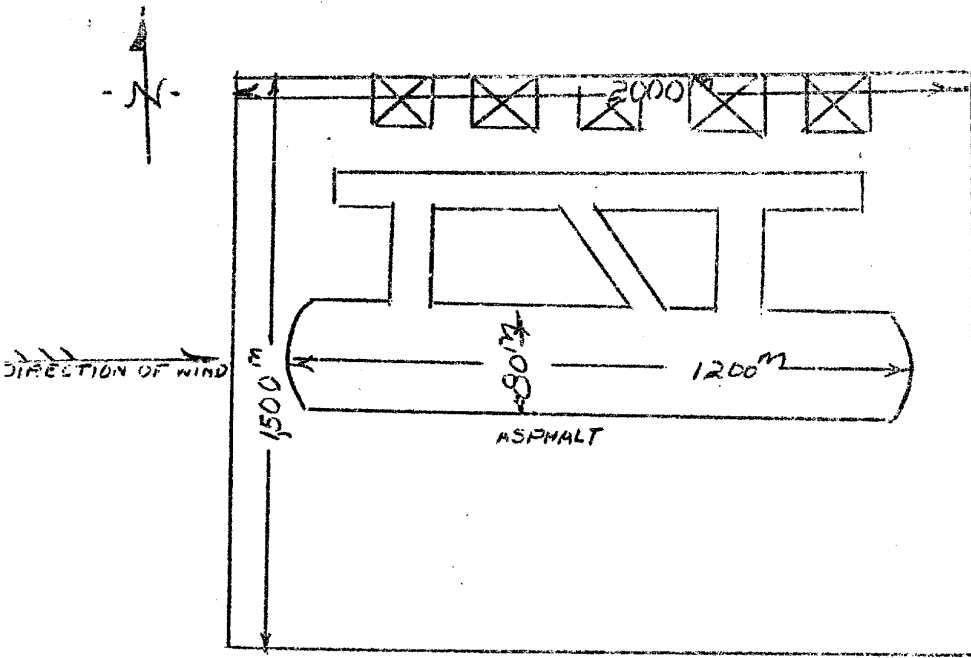


(龍井)

LUNGCHING AIRFIELD: Able to handle medium type planes.

1. Direction of the wind is from the West.
- 2.
3. No room for expansion.
4. Snow is deep and fog occurs frequently.
5. During rains and thaws, only the runway can be used.

25X1A2g



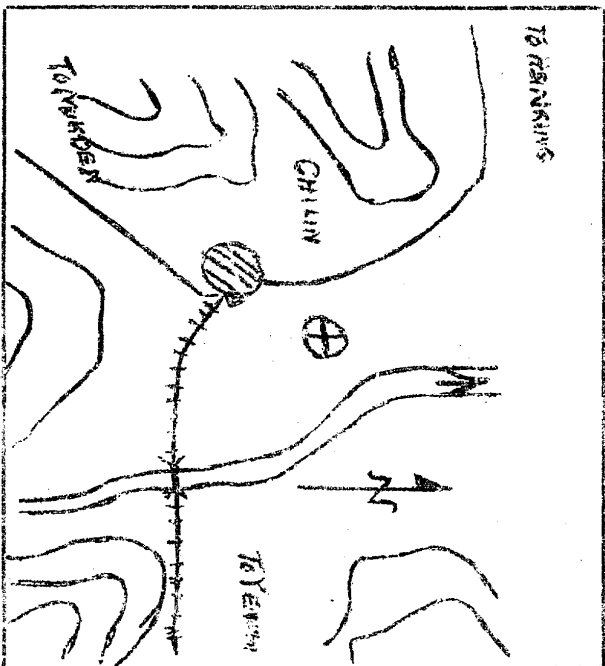
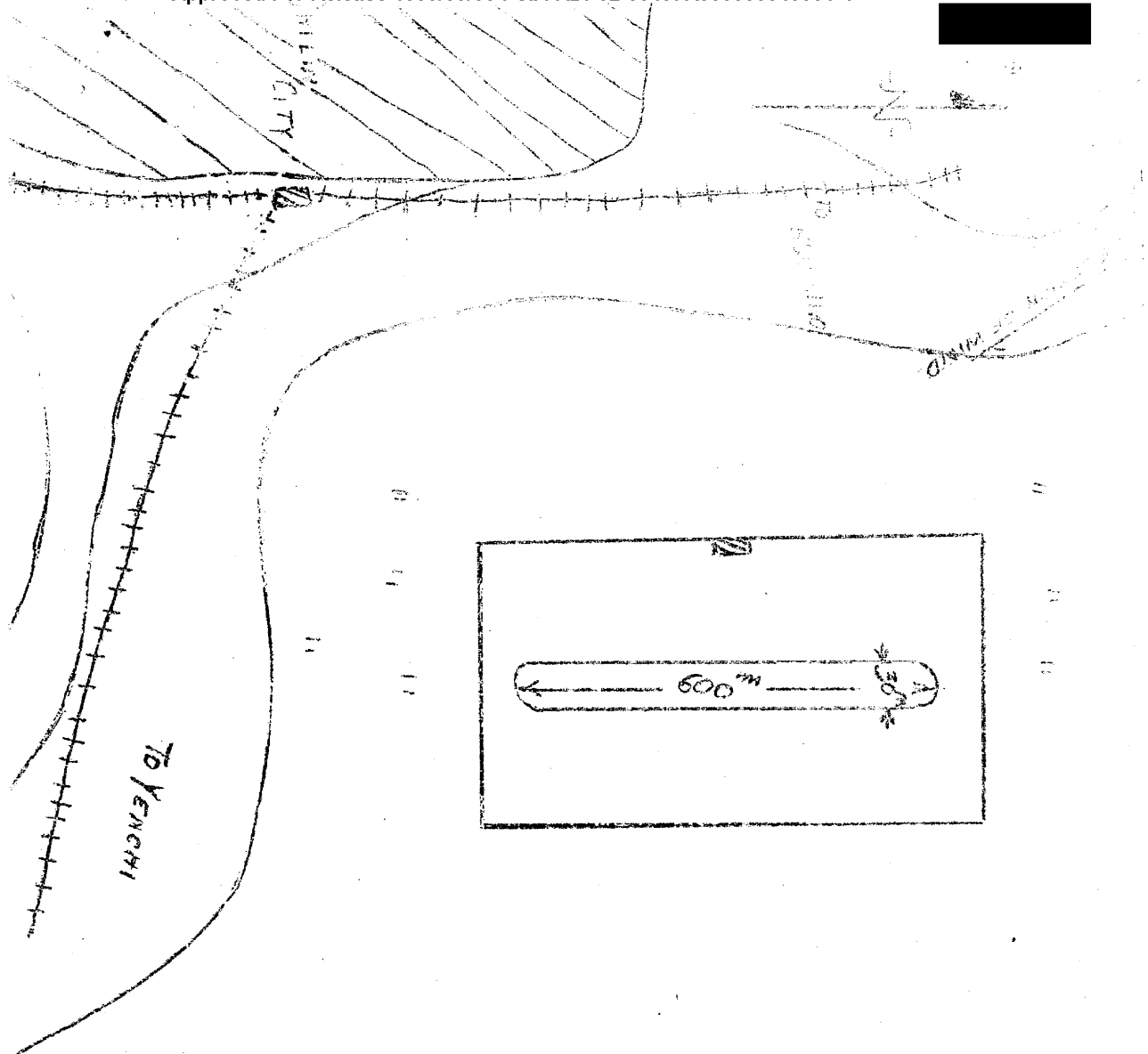
(同島)

CHIEN TAO AIRFIELD: Able to handle medium sized planes.

1. Direction of the wind is generally East-West.
2. Only the runway may be used.
3. Not many obstacles in vicinity; most approaches, good.
4. Being situated in a hollow, Chientao usually has only clouds when other regions are having bad weather.

25X1X7

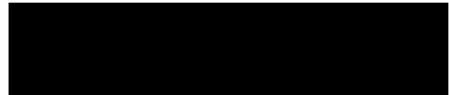


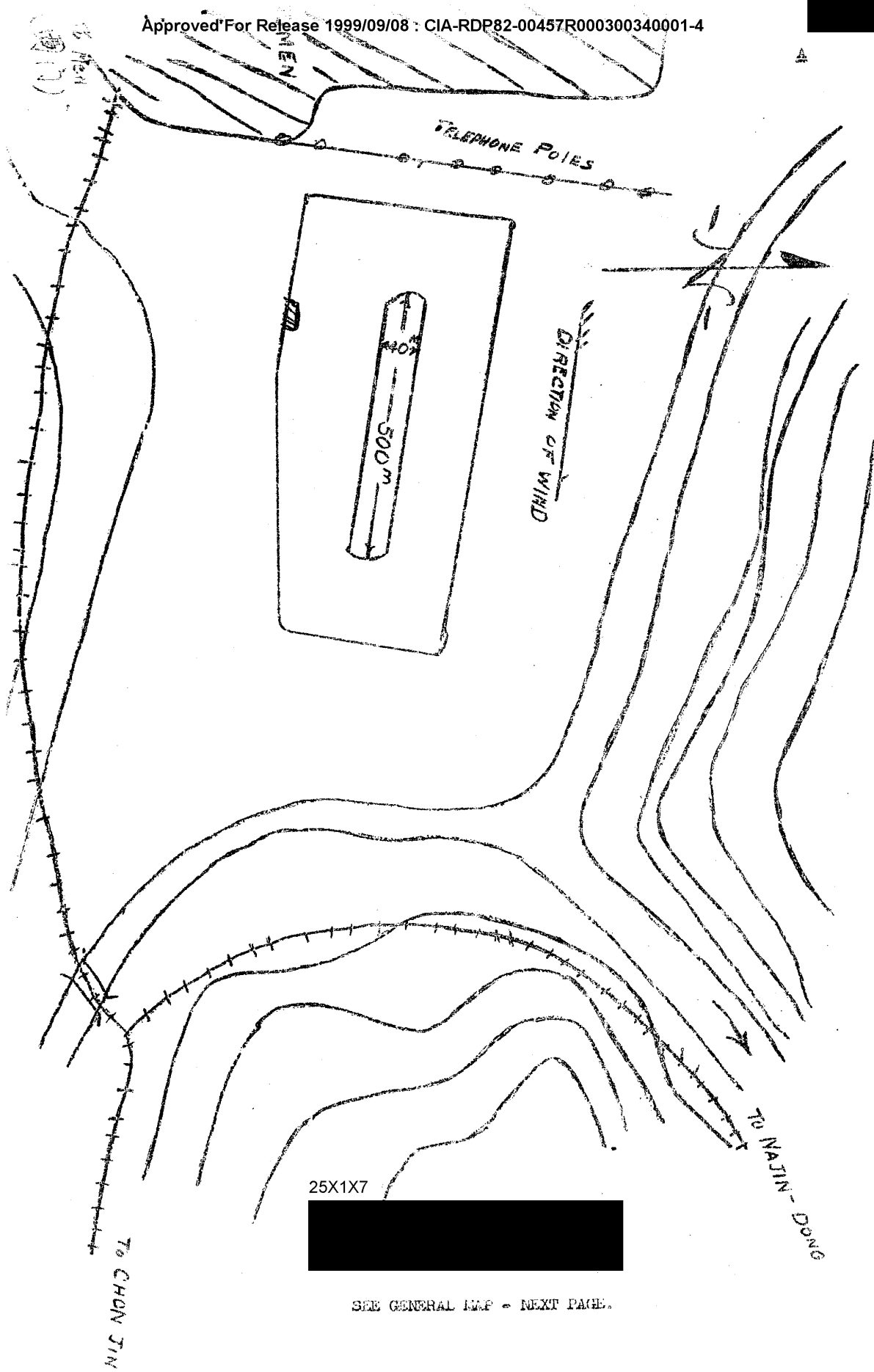


SECOND SUNGATI RIVER →

- (吉林)
- CHILIN NORTH AIRFIELD: small planes only.
1. Wind direction: North Northwest.
 2. Hill to the South presents obstacle.
 3. Can expand northward, but recommend West Airfield for medium type planes.
 4. Ground is soft outside paved runway.
 5. Occurrence of fog is frequent.

25X1X7

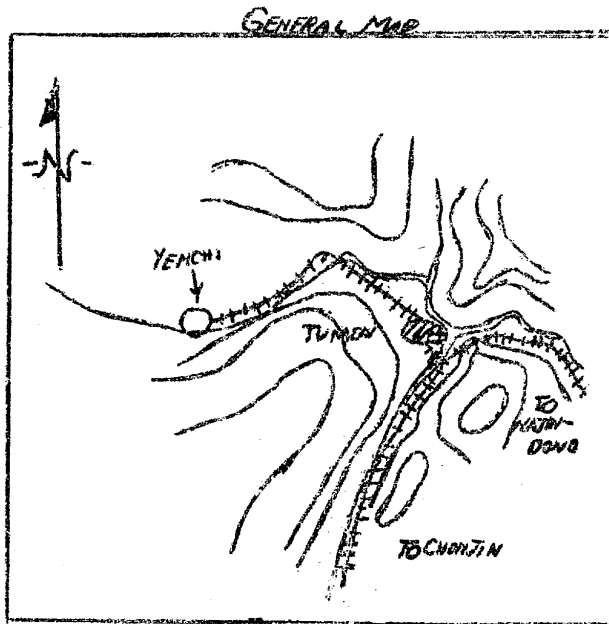




25X1X7



SEE GENERAL MAP - NEXT PAGE.



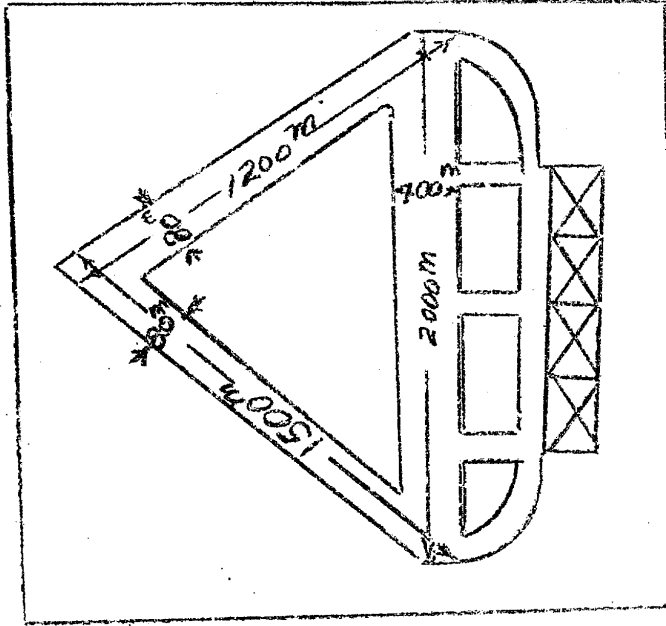
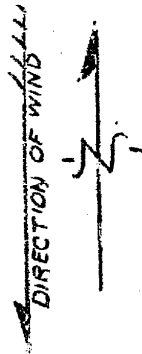
(圖 7)

TU MEN AIRFIELD: Especially for small, light planes.

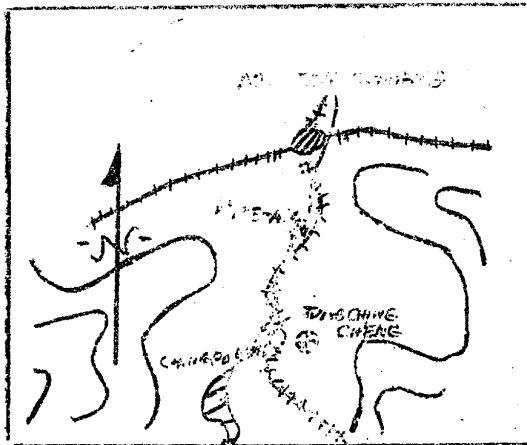
1. Situated next to the city.
2. Runway paved with concrete.
3. Great danger in landing & taking off due to mountains on all sides.
4. No room for expansion.
5. Has no prospect for the future.
6. Hazardous air currents prevail.

25X1X7





GENERAL MAP



(東京城)

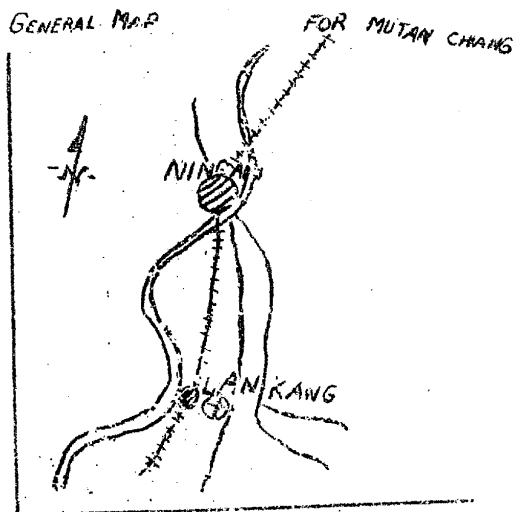
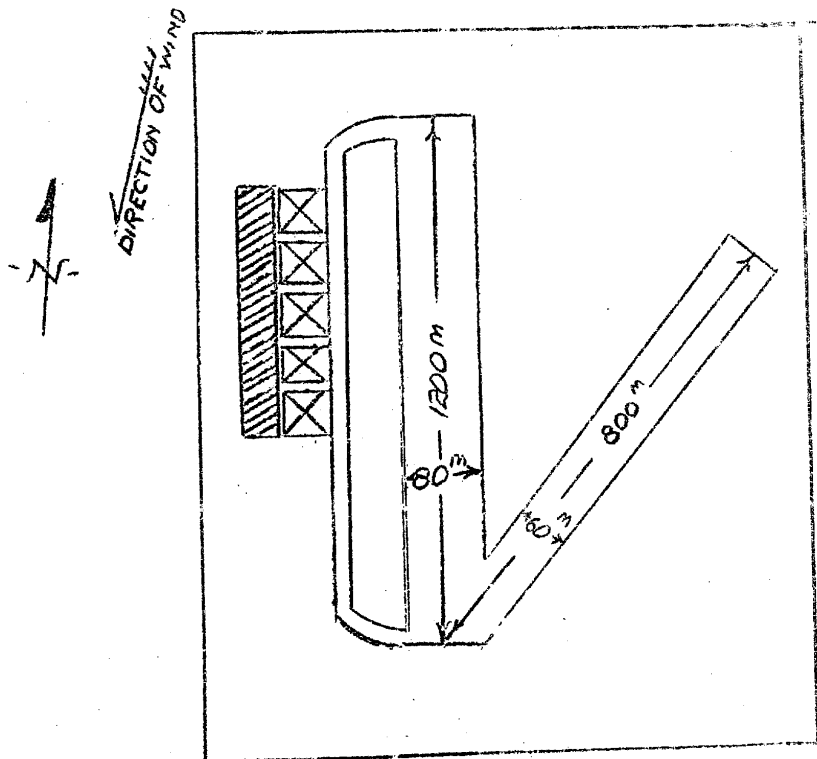
TUNG CHING CH'ENG AIRFIELD: Able to handle medium type planes.

1. Located three (3) kilometers east of city.
2. Runway paved with concrete.
3. No obstacles in vicinity.
4. Room for expansion.
5. Has a great prospect for future.
6. No special atmospheric phenomena.

25X1X7



B



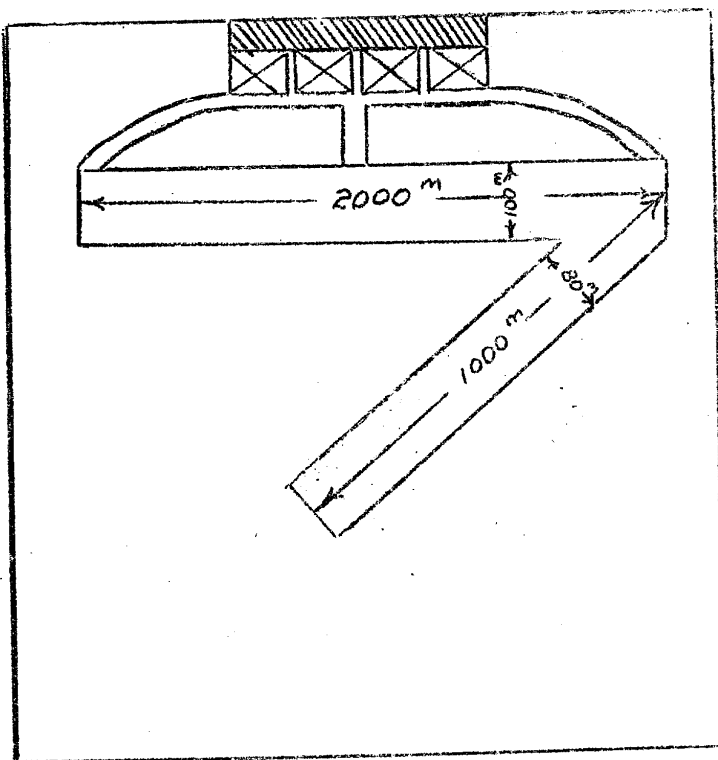
(蘭崗)

LAN KAWG AIRFIELD: Able to handle medium type planes.

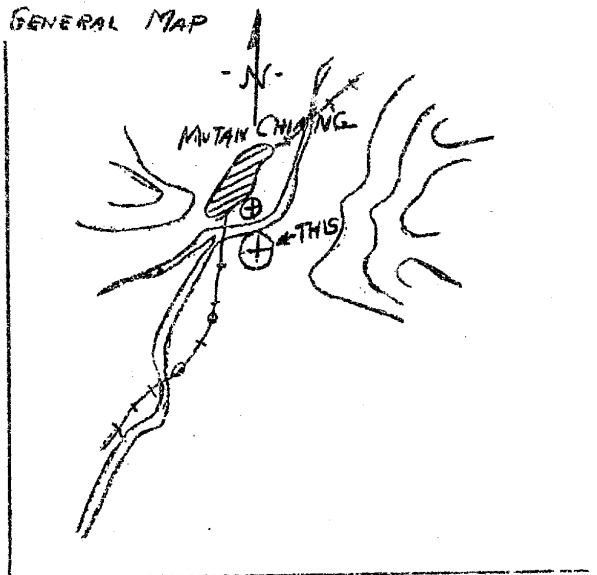
- 1.
2. Use only the runways.
3. No obstructions.
4. Has possibilities for future.
5. No special atmospheric phenomena.

25X1X7

DIRECTION OF WIND



GENERAL MAP

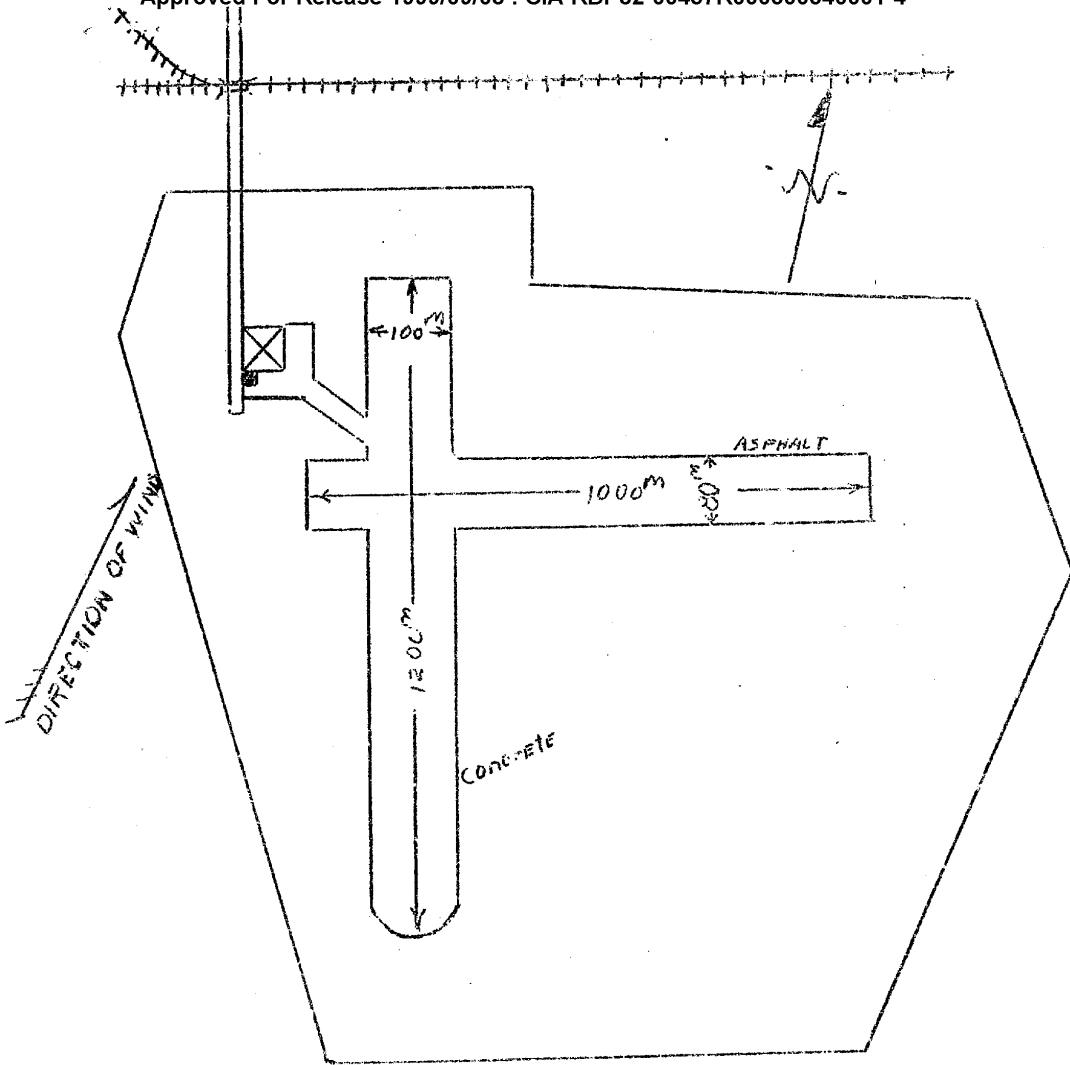


(牡丹江)

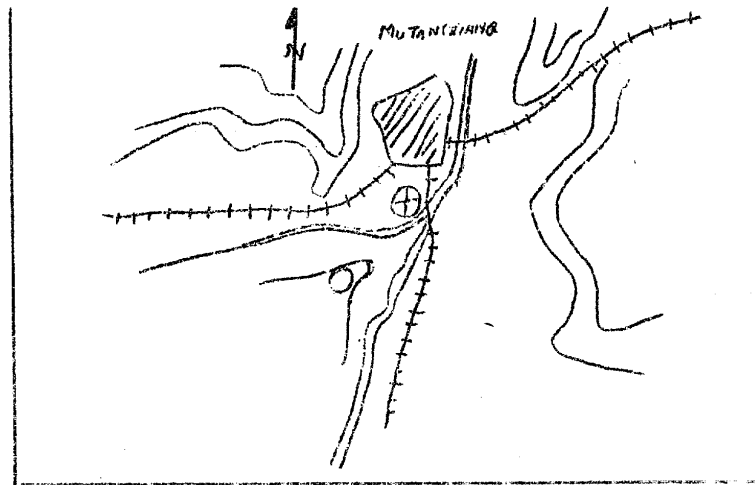
MUTAN CHIANG SOUTH AIRFIELD: Able to handle medium or smaller type planes. Conditions are the same as Mutan Chiang North Airfield - see next map.

25X1X7





GENERAL MAP



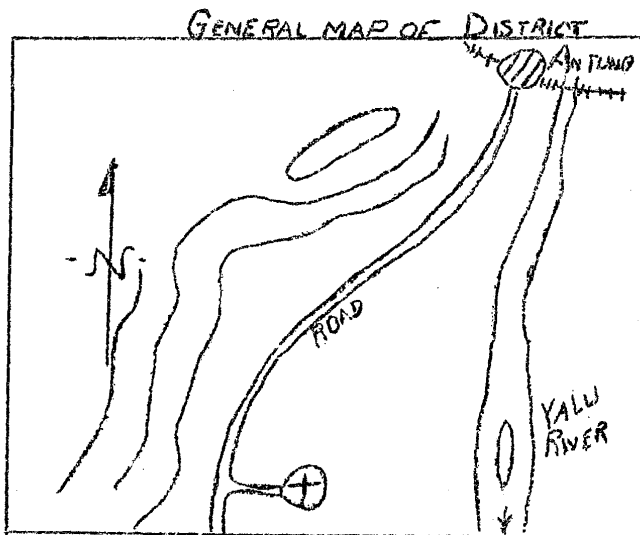
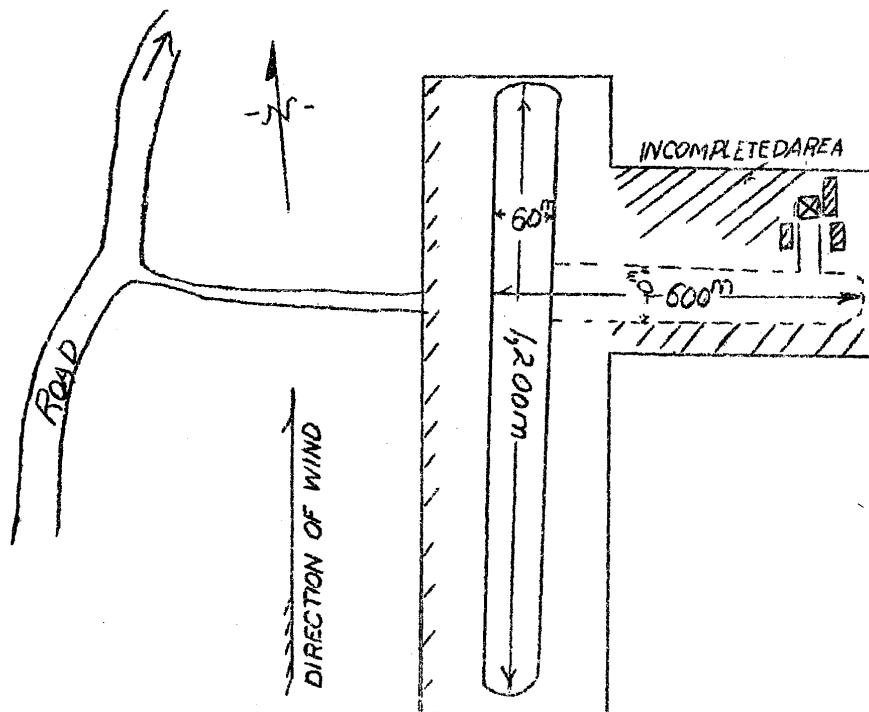
25X1X7

(牡丹江)

MUTAN CHANG NORTH AIRFIELD: Able to handle medium planes and smaller.

1. Distance from airfield to city is about two (2) kilometers.
2. During winter the wind is Northwest; during summer, southwest.
3. Since the field is near the river, the ground is soft; any expansion should be to the north.
4. This field has more clear weather than many surrounding districts.

TO ANTUNG



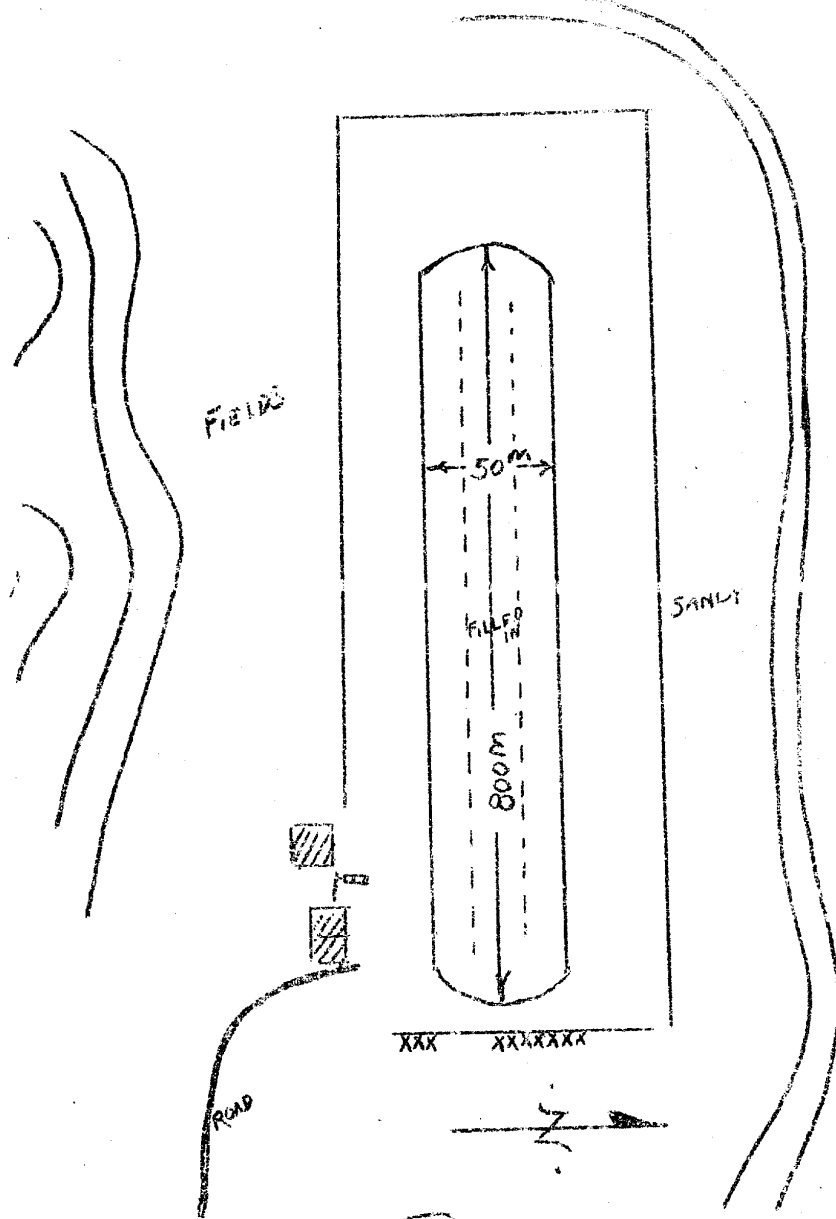
(安東)

- ANTUNG AIRFIELD: Available for use to medium sized planes or smaller.
1. Airfield situated eight (8) kilometers south of Antung.
 2. Runway paved with concrete.
 3. There is a small mountain to the West.
 4. There is room for expansion, but the surface is soft.
 5. No special atmospheric phenomena.

25X1X7



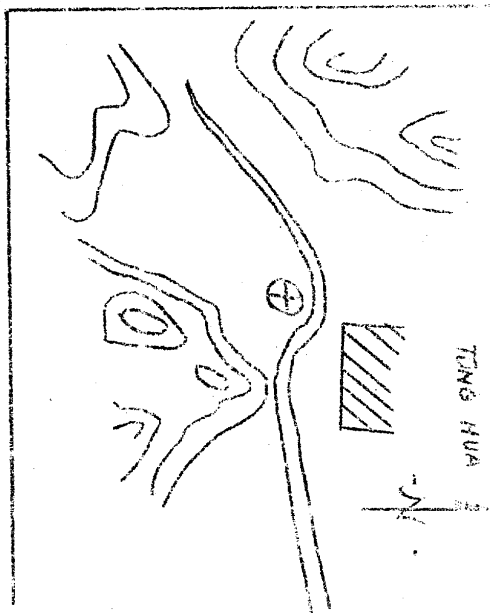
△



(通化)

T'UNG HUA AIRFIELD: Only for small type planes.

1. Distance to T'ung Hua only about one kilometer, across the river.
2. Wind usually is parallel with runway; otherwise weak.
3. Condition of the ground: soft.
4. Proximity of mountains restricts use to small planes.
5. Conditions shown are preserved.
6. In bad weather, mountains protruding above clouds are used as landmarks.

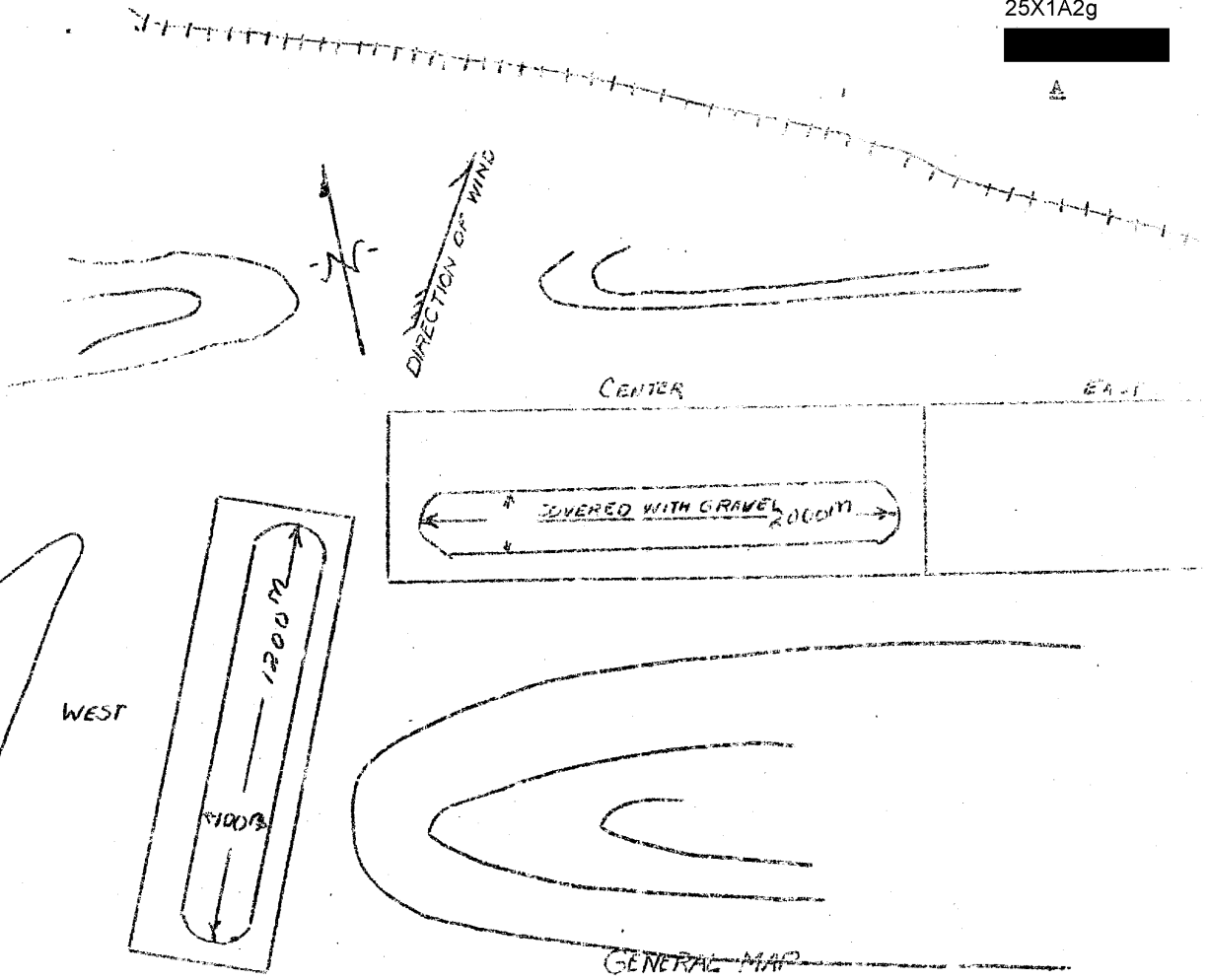


25X1X7

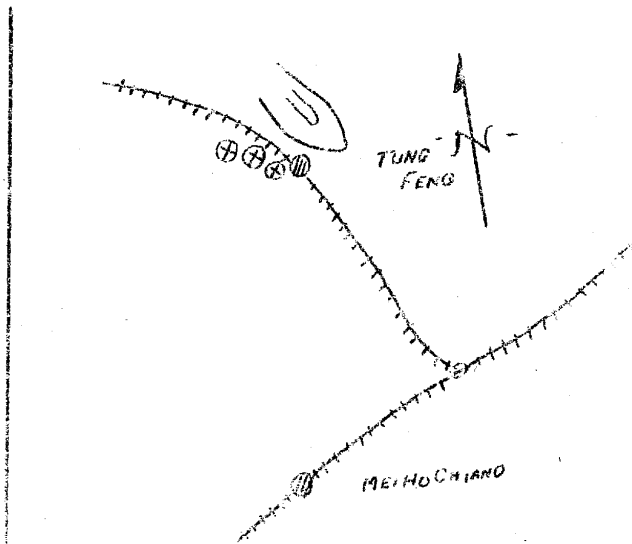


25X1A2g

A



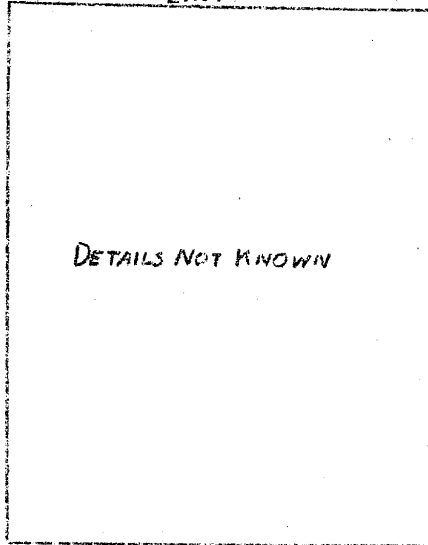
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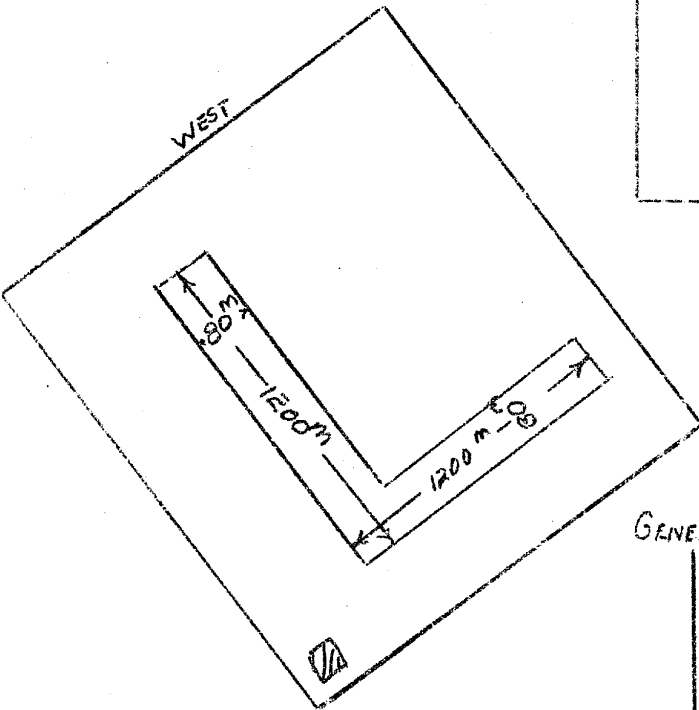
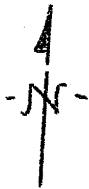
(東營)

TUNG FENG EAST, CENTER, & WEST AIRFIELDS: Can handle medium sized planes.

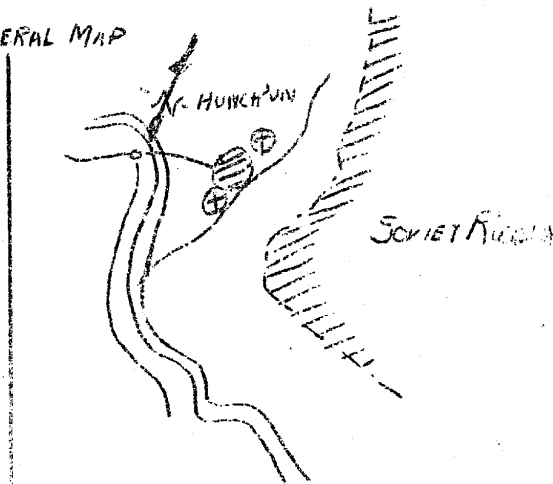
1. About four kilometers from town to the airfields.
2. The fields are leveled-off farmlands, and during heavy rainfall even small planes must use only the runways.
3. Hill in vicinity is an obstacle requiring some training & practice to avoid.
4. Drainage system needs to be much improved; especially needed during rainy season.
5. Wind is weak.



B



GENERAL MAP



(琿春)

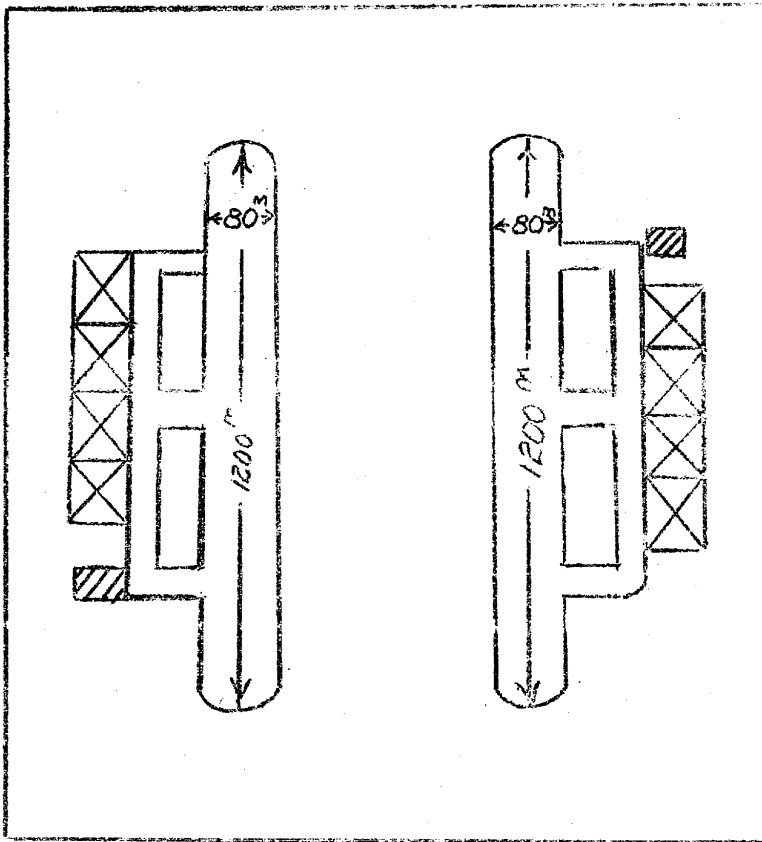
HUNCHUN EAST AND WEST AIRFIELDS: Able to handle planes medium sized and smaller.

- 1.
2. Due to the growth of Rusan (ル-ツ) grass in the summer, only the runway can be used.
3. No obstacles.
4. Has a future.
5. Lot of fog or mist.

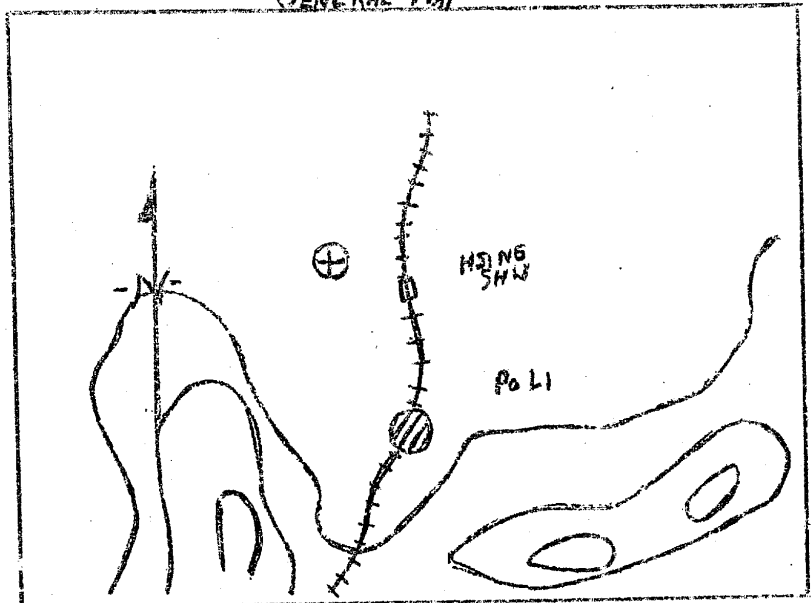
25X1X7



DIRECTION OF WIND
N



GENERAL MAP

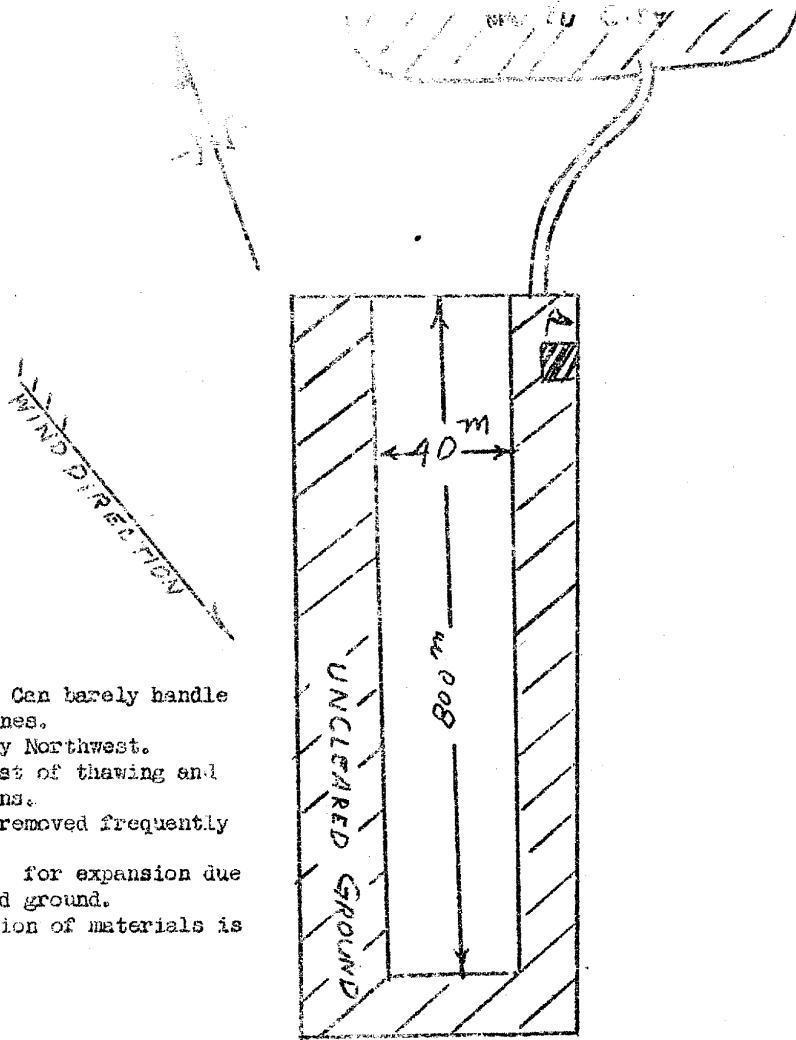


(杏樹)

HSING SHU WEST AIRFIELD: Able to handle medium type planes.

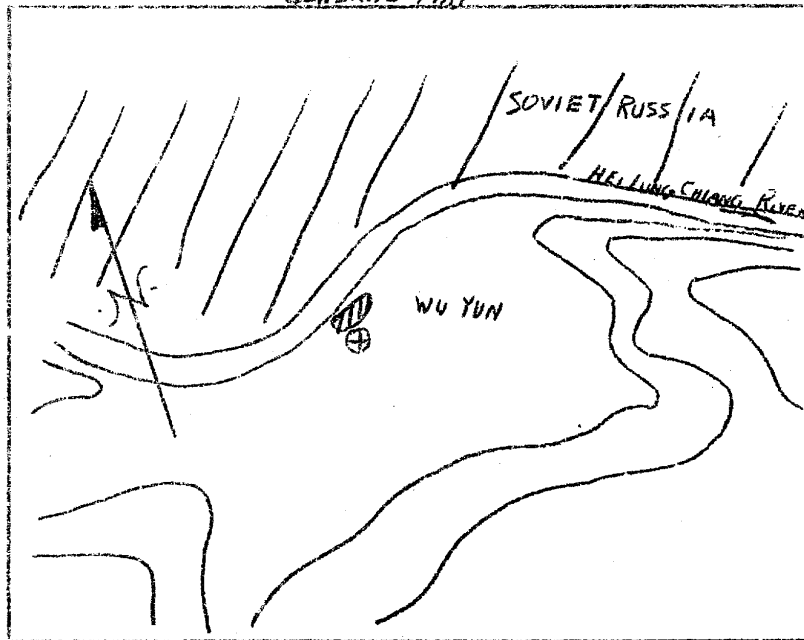
1. Located 3 kilometers west of Hsing Shu.
2. Runway paved with asphalt.
3. No obstructions in vicinity.
4. Room for expansion.
5. Excellent prospects for future.
6. No special atmospheric phenomena.

25X1X7

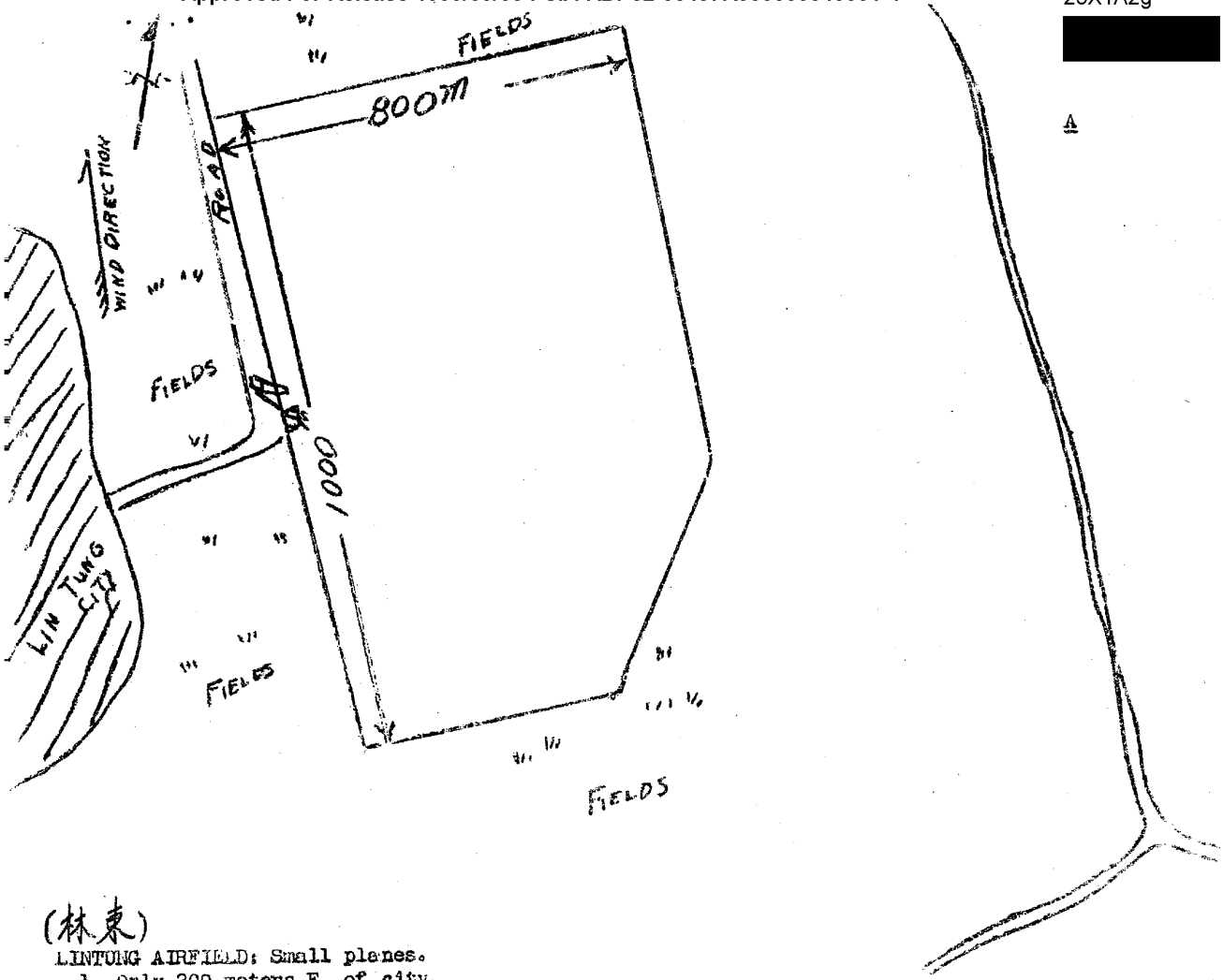


- (高雲)
- WU YUN AIRFIELD: Can barely handle small, light planes.
1. Wind mostly Northwest.
 2. Unusable most of thawing and rainy seasons.
 3. Snow to be removed frequently in winter.
 4. Little room for expansion due to uncleared ground.
 5. Transportation of materials is difficult.

GENERAL MAP



25X1X7

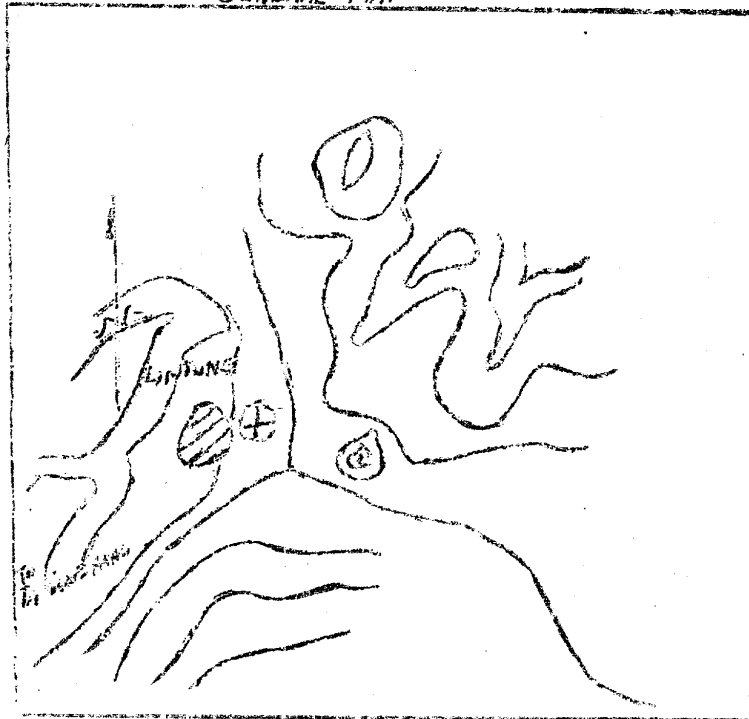


(林東)

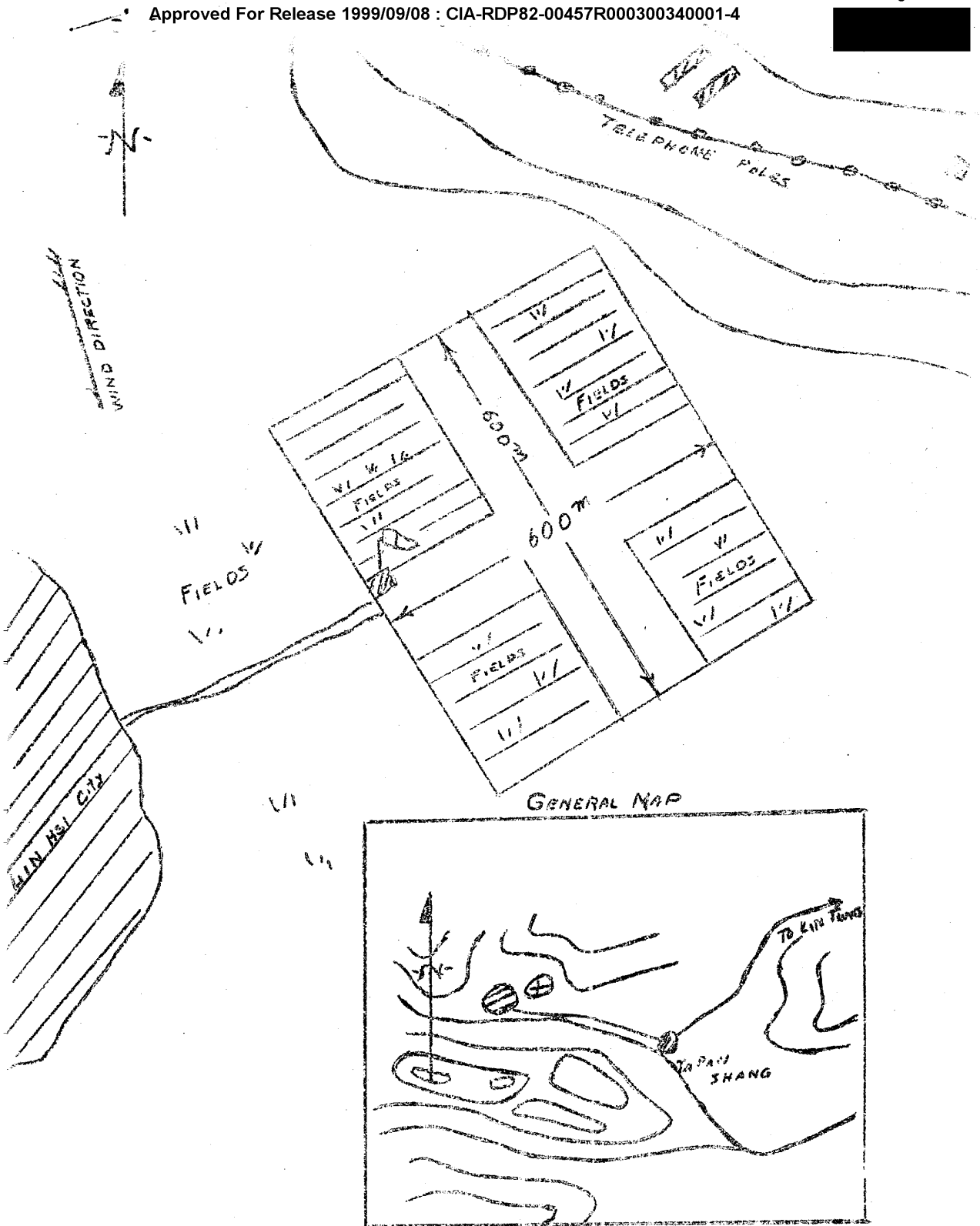
LINTUNG AIRFIELD: Small planes.

1. Only 300 meters E. of city.
2. Grassy field; good foundation.
3. Nearby mountains prohibit use by medium planes.
4. Room for expansion.
5. No special atmospheric phenomena.

GENERAL MAP



25X1X7

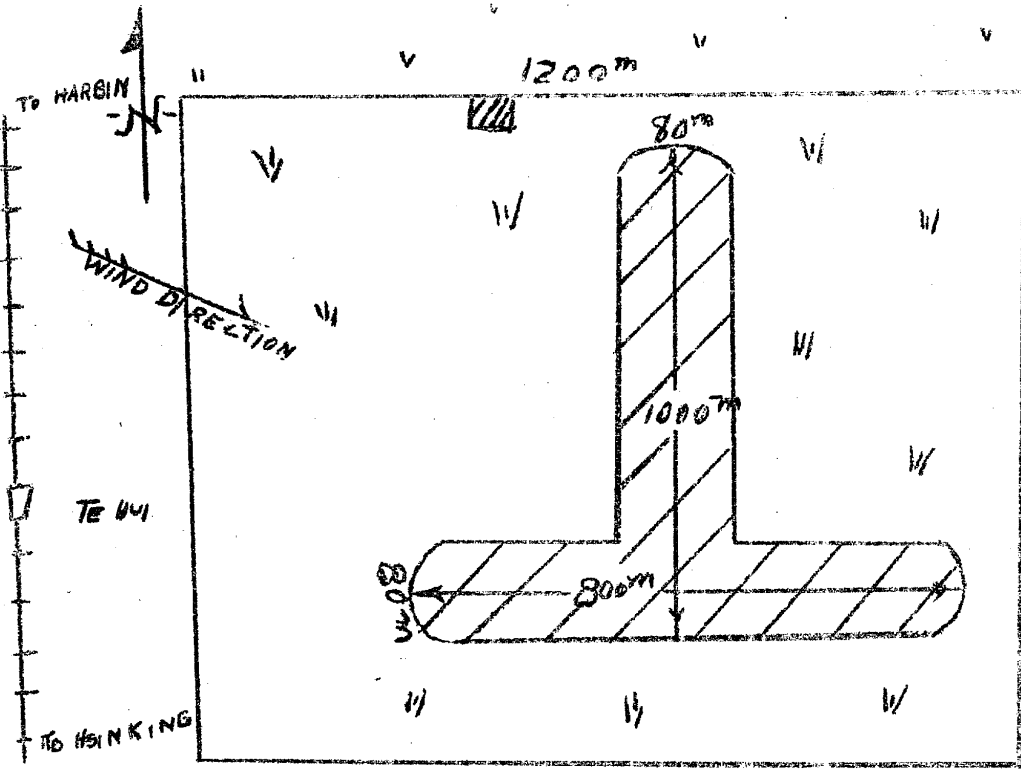


LIN ASI AIRFIELD: Can handle small type planes only.

1. Located 1/2 kilometer east of city.
2. Uncleared fields in four corners of airfield.
3. Adjacent hills are obstacles to larger planes.
4. There is no room for expansion.
5. No special atmospheric phenomena.

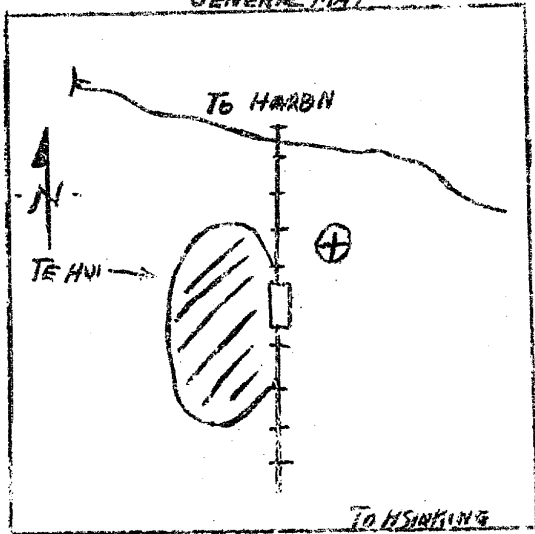
25X1X7

25X1A2g



1200m

GENERAL MAP



(德惠)

TE HUI AIRFIELD: Just fits the use of small type planes.

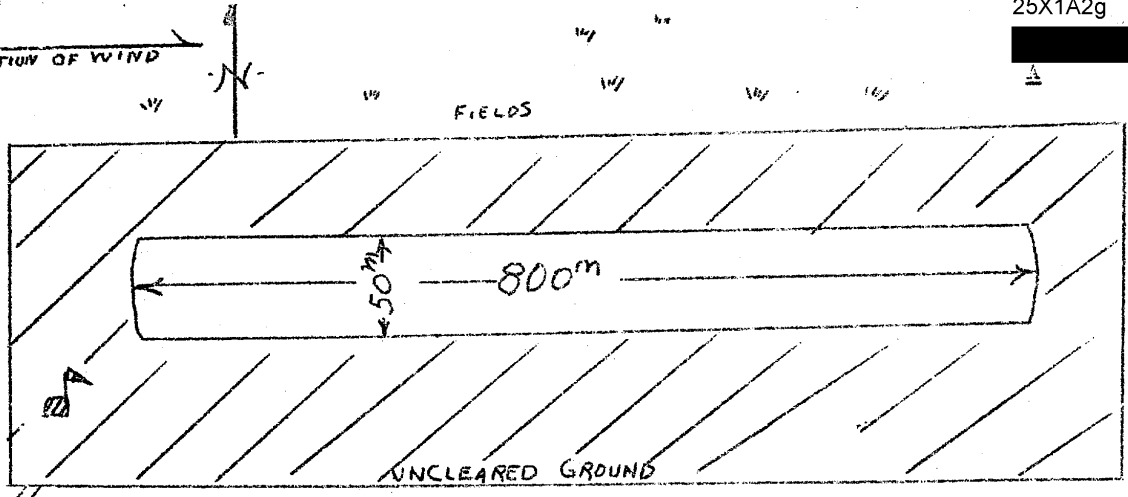
1. Direction of the wind is Northwest.
2. No obstructions.
3. Plenty of room for expansion.
4. Ground outside runways is soft during thaw and rainy season.
5. Runway is not paved, but is hard-packed.

25X1X7

25X1A2g

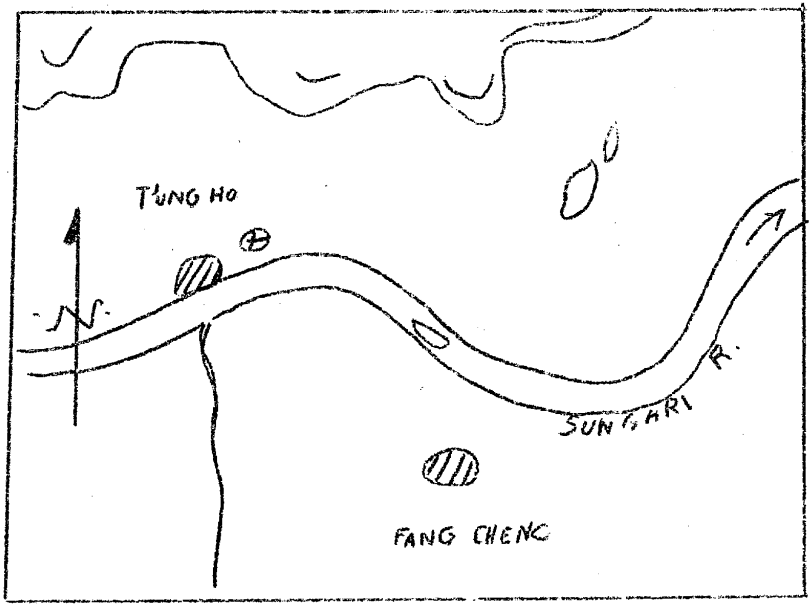


DIRECTION OF WIND



FIELDS

To TUNG HO



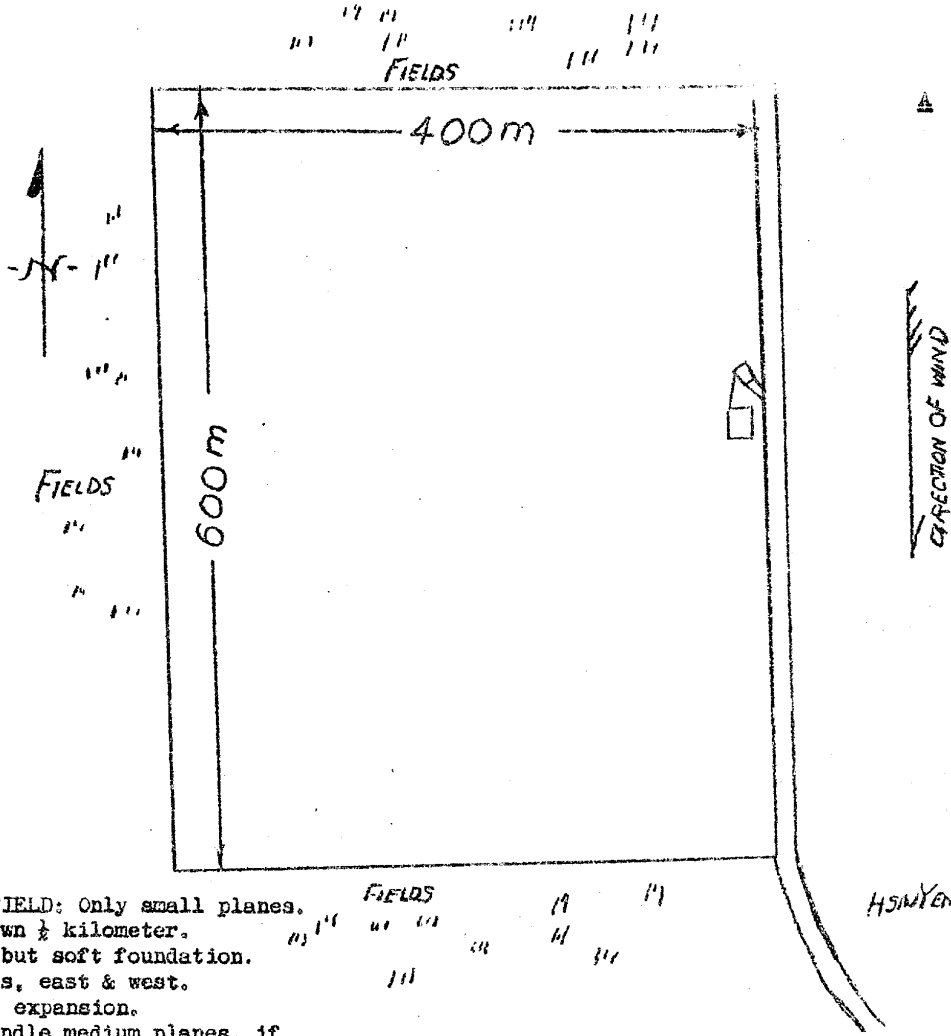
(通河)

- T'UNG HO AIRFIELD: Small planes only.
1. Wind is mostly East-West along the river.
 2. Only the runway can be used.
 3. No obstacles in vicinity.
 4. River fog occurs frequently.
 5. Located 1 kilometer Northeast of T'ung Ho.

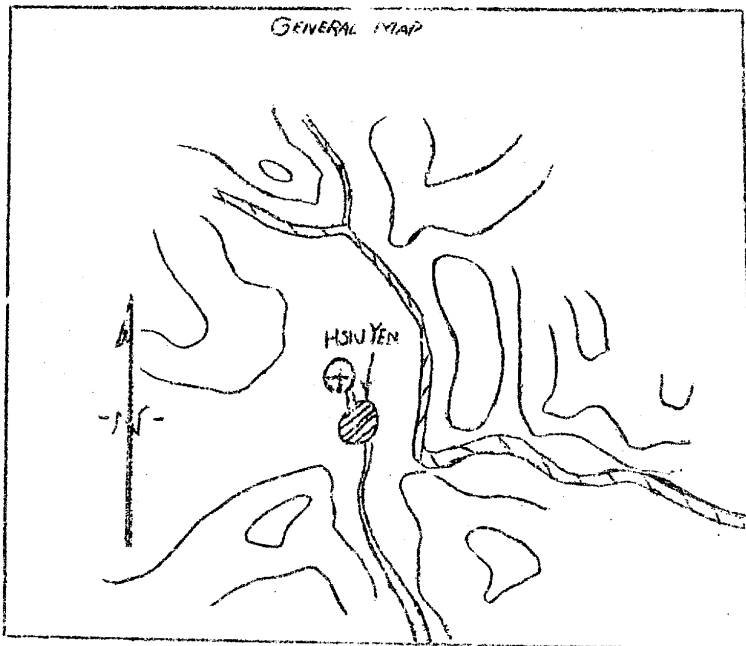
25X1X7



25X1A2g



- HSIUYEN AIRFIELD: Only small planes.
1. N. of town $\frac{1}{2}$ kilometer.
 2. Grassy, but soft foundation.
 3. Mountains, east & west.
 4. Room for expansion.
 5. Could handle medium planes, if expanded and paved.
 6. Occurrence of fog fairly frequent.



25X1X7

Missing

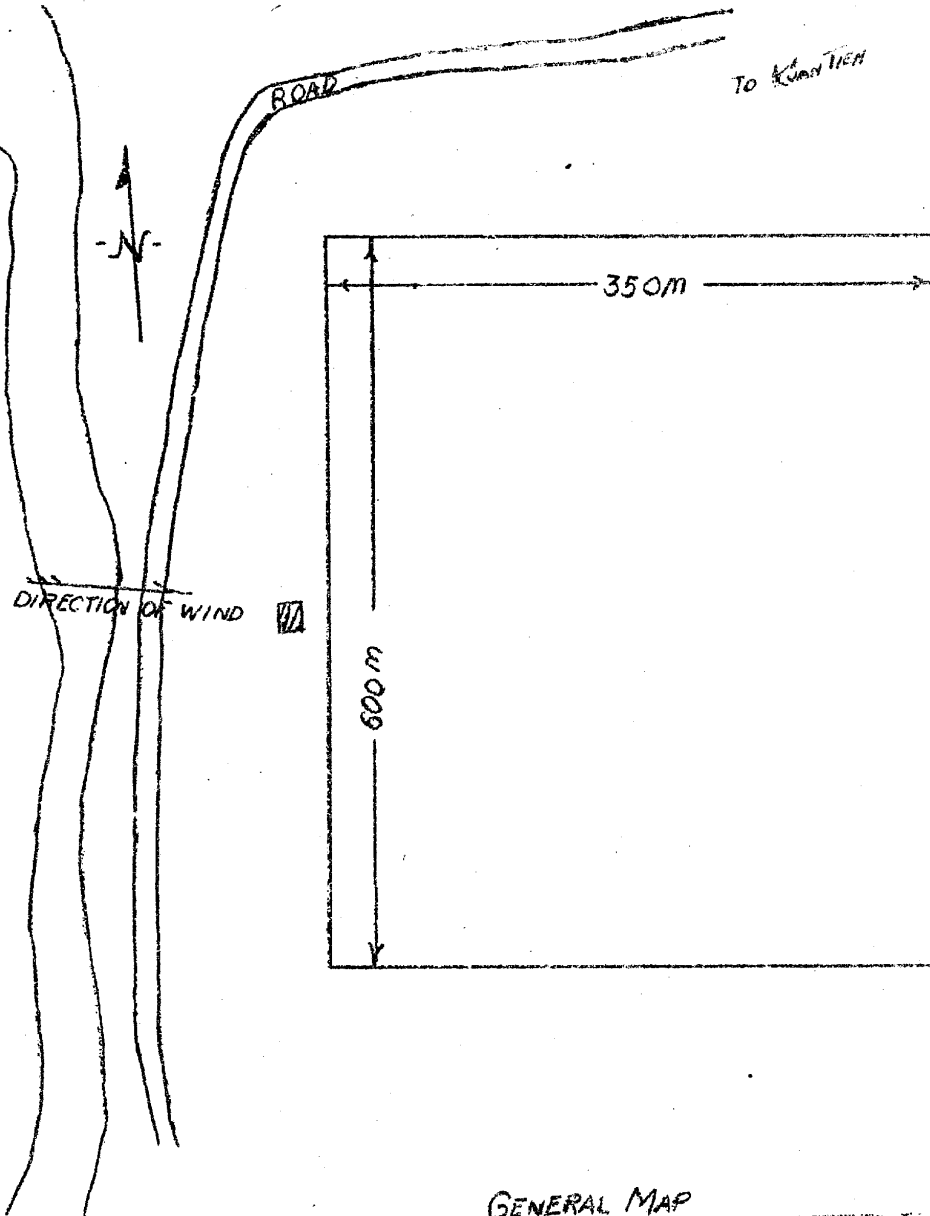
8/3/65

page 61 map 39

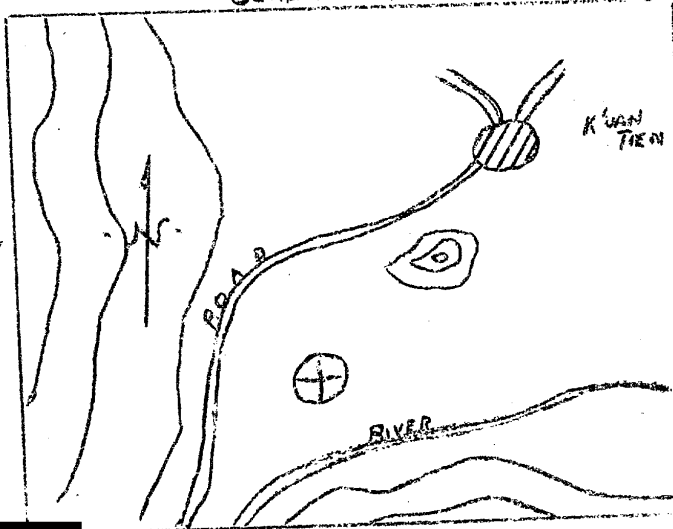
25X1A2g



A



GENERAL MAP

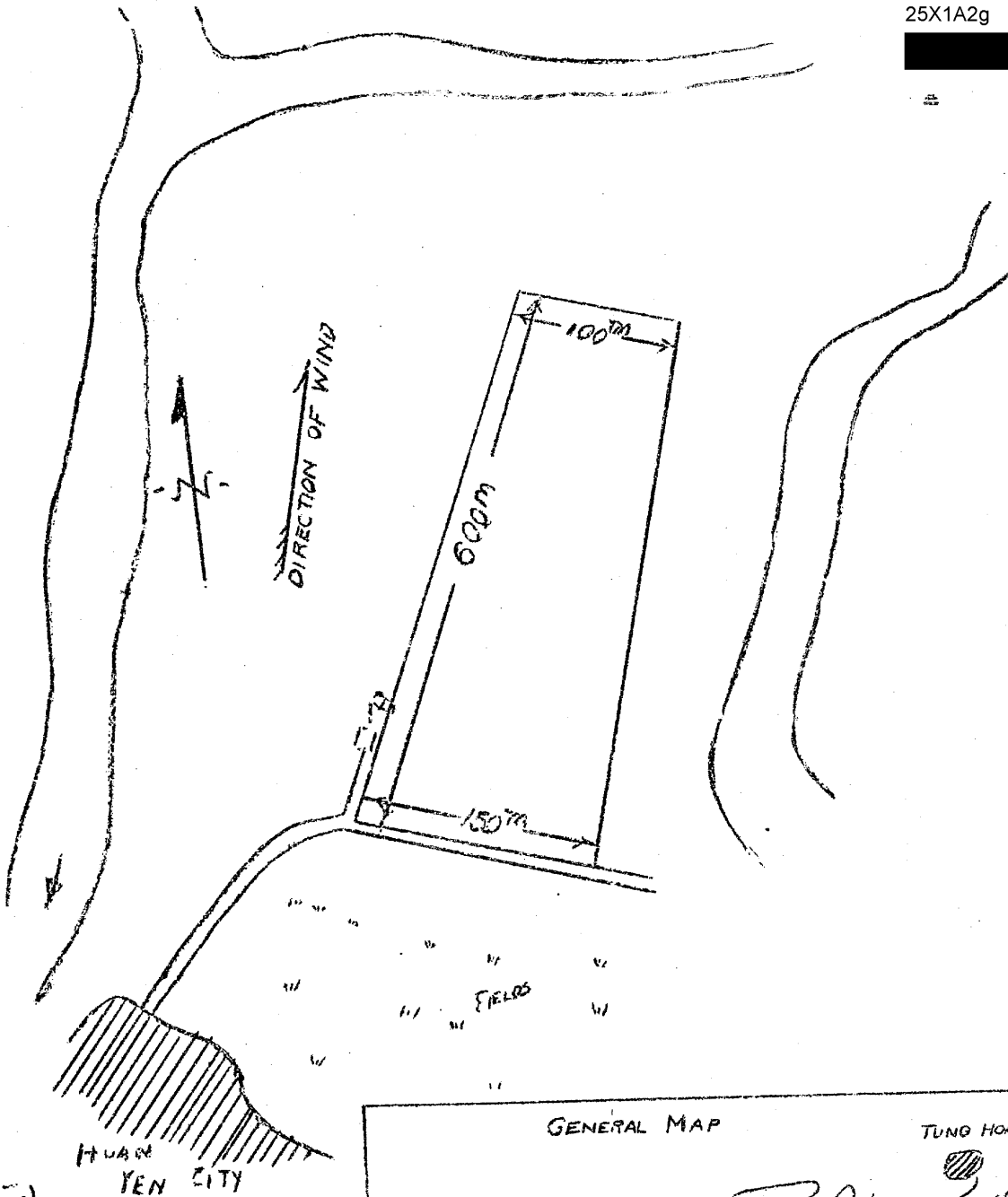


- 寬甸)
- KUAN TIEN AIRFIELD:
Small planes only.
1. Of little value.
 2. With maximum possible expansion, only small planes could operate; high mountains, all sides.
 3. Little known, even for forced landings.

25X1X7

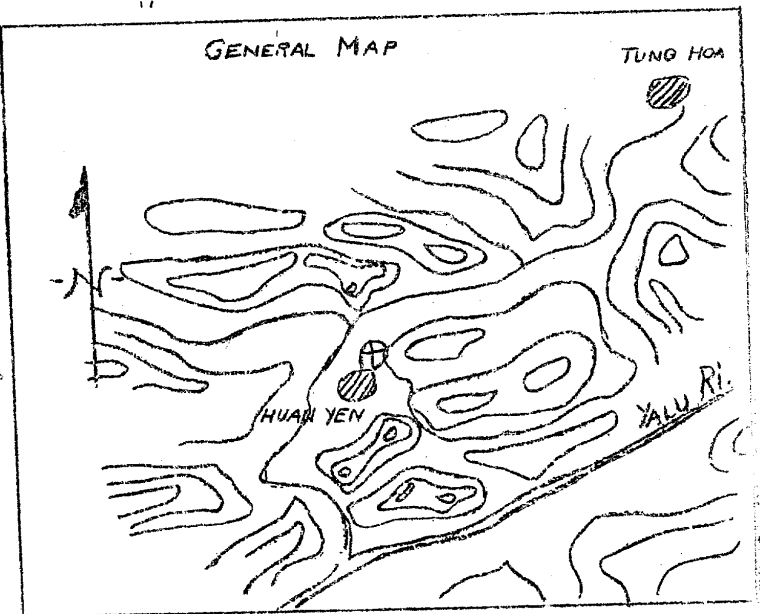


25X1A2g



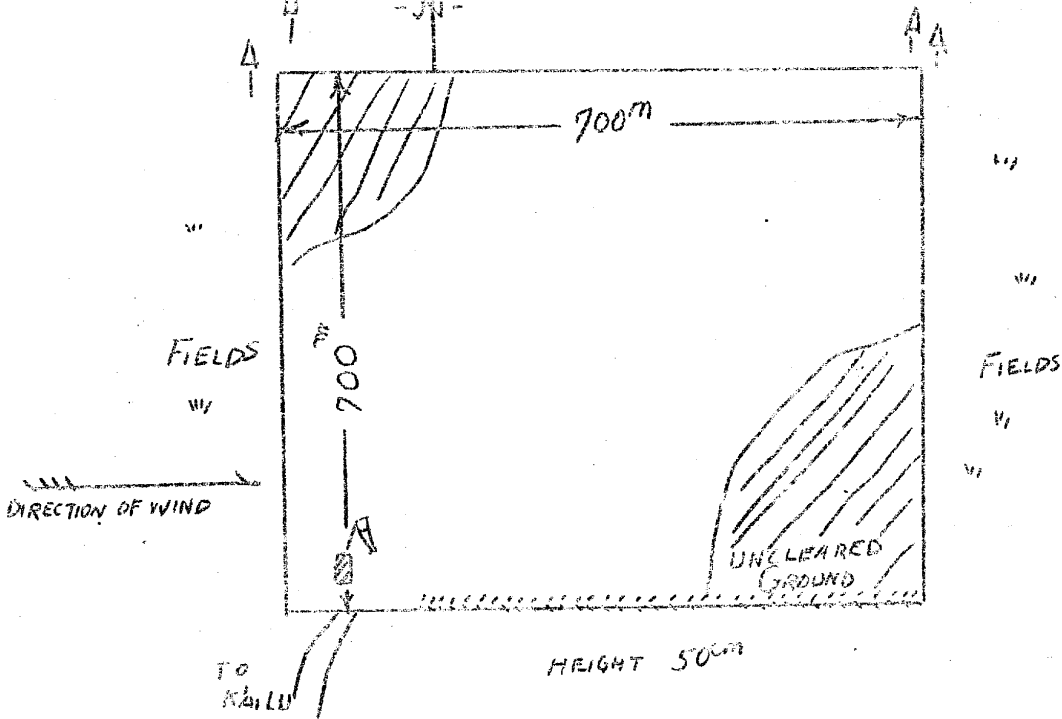
樞仁)

HUAN YEN CITY

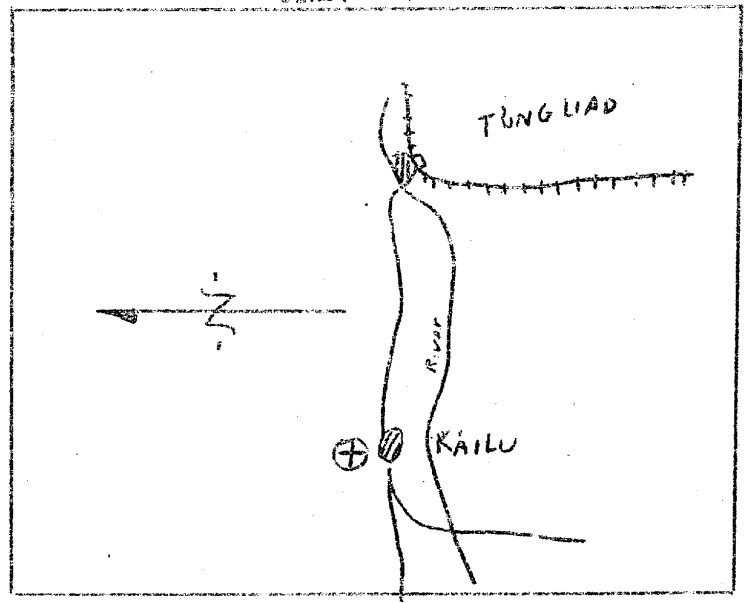


- HUAN YEN AIRFIELD: Small type planes.
1. Right next to the city.
 2. Grassy field; foundation average hard.
 3. Nearby mountains to the East, North & South create obstacles.
 4. No room for expansion.
 5. Has no future.
 6. No special atmospheric phenomena.

25X1X7



GENERAL MAP



(附圖)

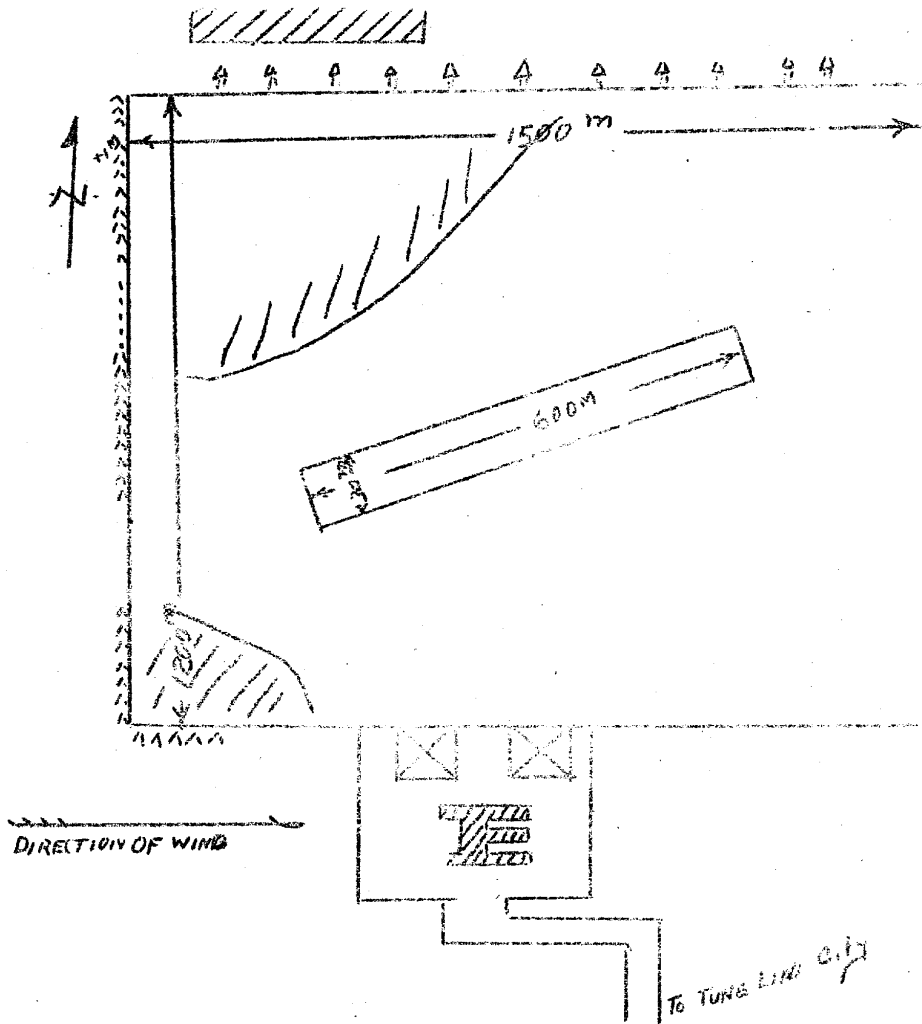
K^{AI} LU AIRFIELD: Small planes only.

1. Located 1/2 kilometer North of city.
2. Field is grassy but rather uneven.
3. There are trees in the vicinity, but not very tall.
4. Sand blows across field in Spring windy season.

25X1X7



25X1A2g

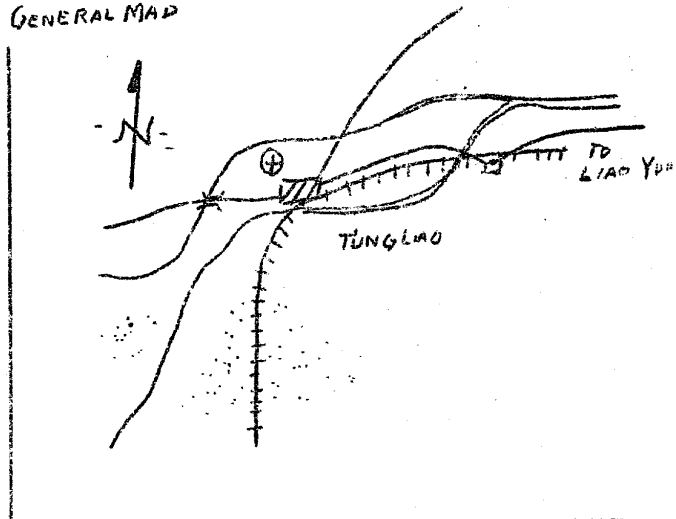


(通寮)

TUNG LIAO AIRFIELD; Small planes only.

1. Located right next to the city.
2. Runway paved with asphalt; ground is grassy but hard.
3. Vicinity: trees to the North; dirt piled up on the West; city to the South; airfield's grounds not very well cleared.
4. No special atmospheric phenomena.

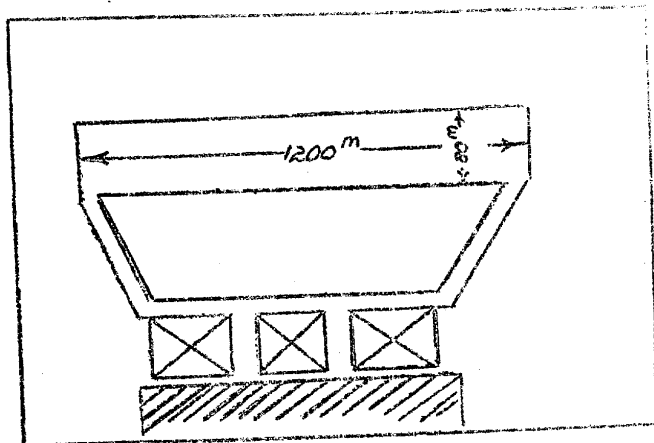
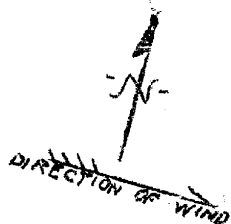
GENERAL MAP



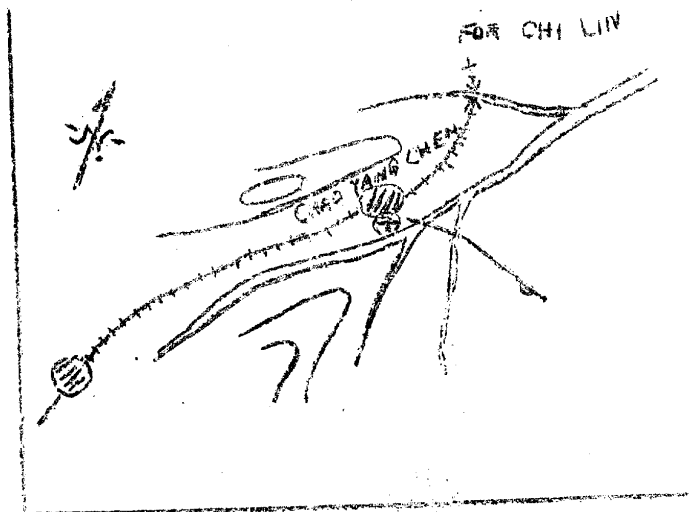
25X1X7

25X1A2g

ic



GENERAL MAP



(朝陽鎮)

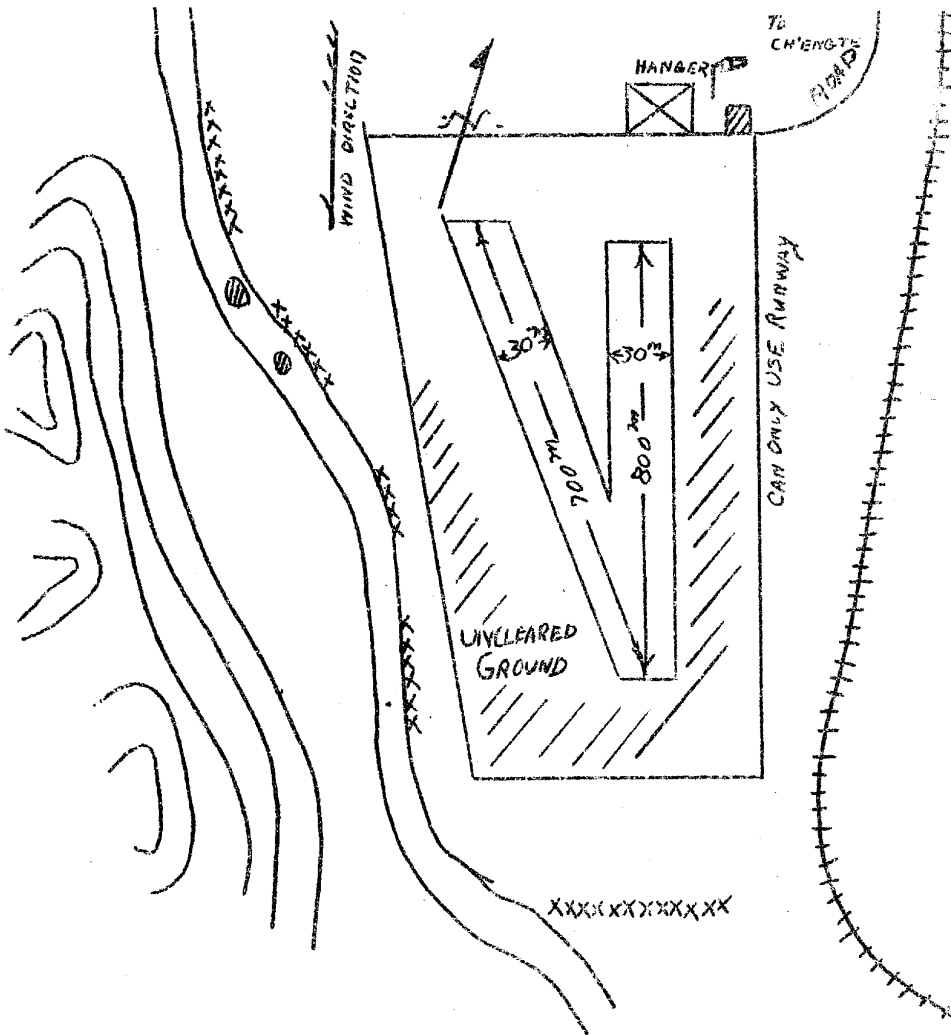
CHAOYANGCHEN AIRFIELD: Able to handle medium type planes.

Details unknown, even by hearsay.

25X1X7

25X1A2g

A

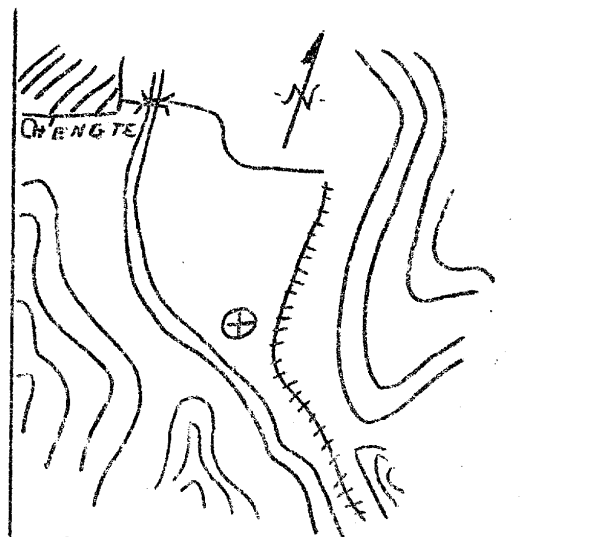


(承德)

CH'ENG TE AIRFIELD: Small planes only.

1. Mountainous region; wind follows valleys.
2. Ground very soft; use only strips.
3. Nearby mountains exclude larger planes.
4. Hardly worthy of expansion.
5. No special atmospheric phenomena.

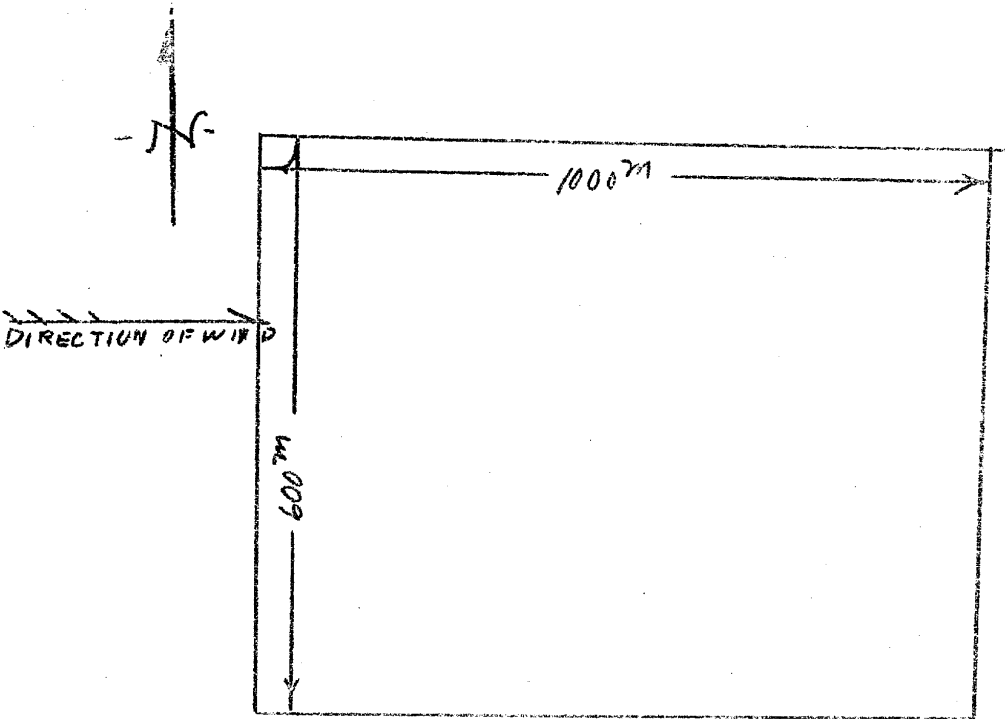
GENERAL MAP



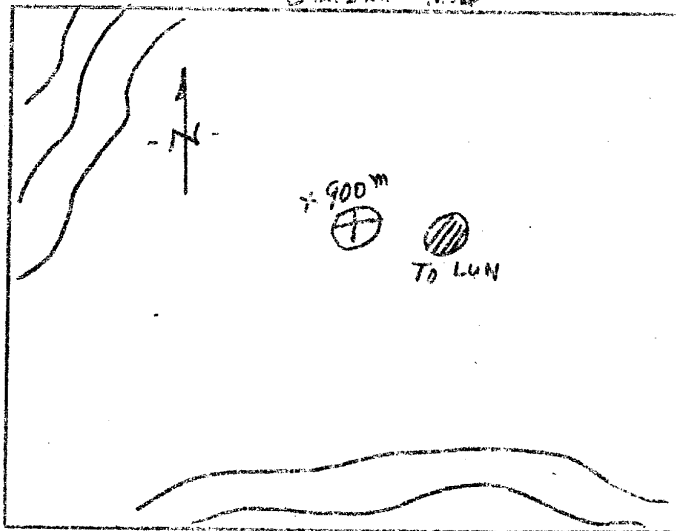
25X1X7

25X1A2g

B



GENERAL MAP

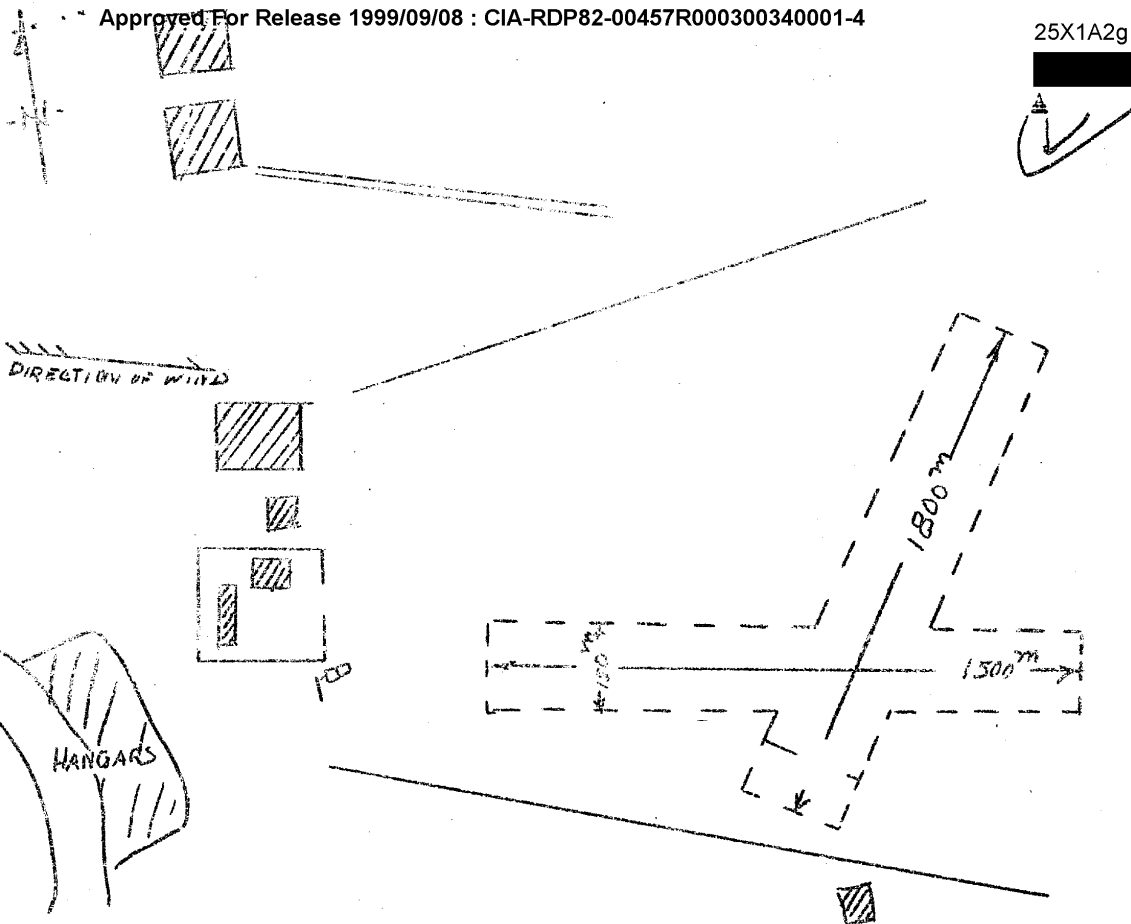


(多倫)

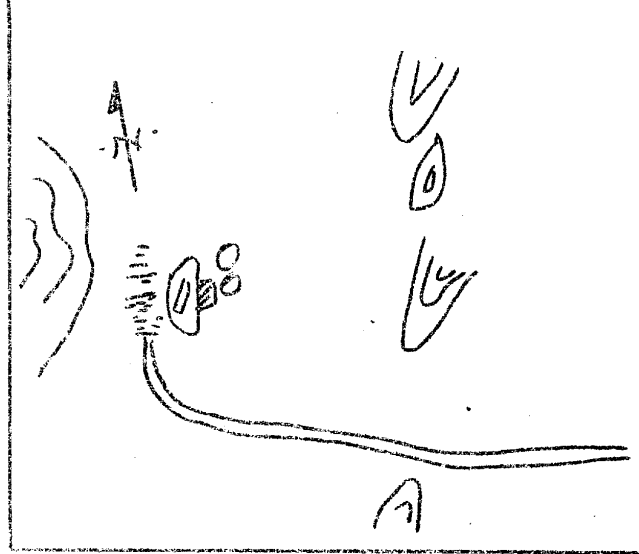
TO LUN AIRFIELD: Small planes only.

1. Located 2 kilometers West of To Lun.
2. Although the ground is undulating and grassy, the surface is hard.
3. No obstructions in vicinity.
4. Room for expansion.
5. Snow piles up to about 20 cm. Thawing time ground is soft.

25X1X7



GENERAL MAP

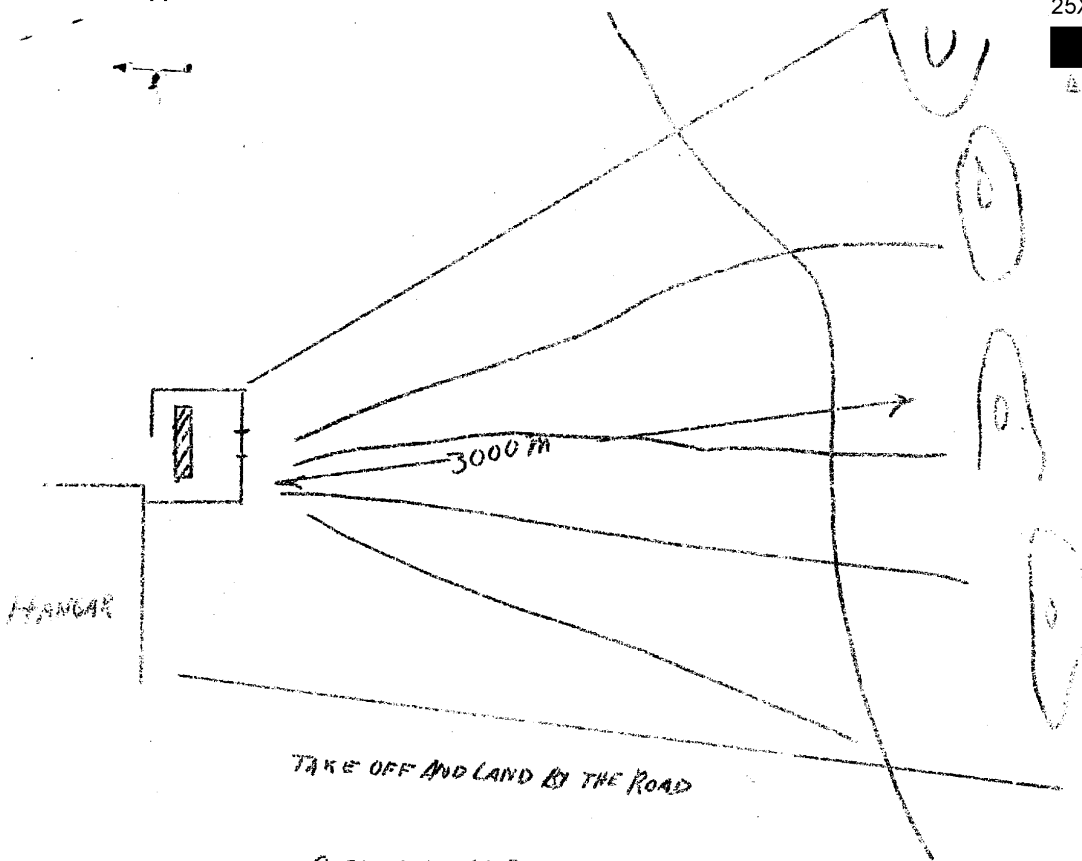


25X1X7

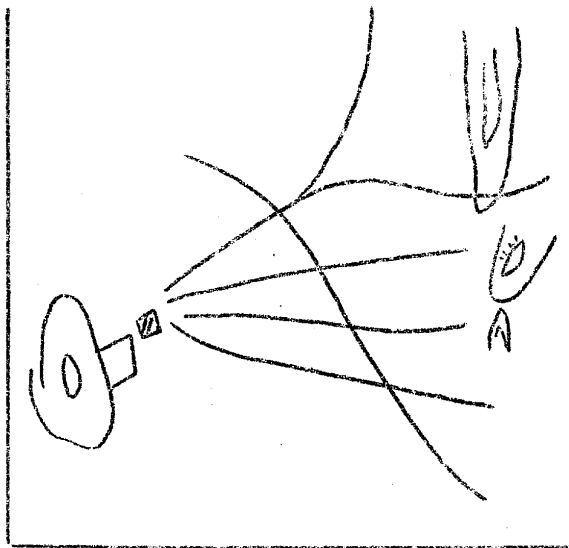
(アバカ)

ABAGA AIRFIELD; Able to handle medium type planes.

1. Ground texture is sandy desert, on which slight rains has no settling effect; shifting throught year.
2. Closely surrounded by hills - boundaries hard to define.
3. Very heavy snow storms in winter; sudden gusty squalls in summer; sandstorms in April and May.
4. As the seasons change, there is a marked difference in the coloring of the vicinity.



GENERAL MAP

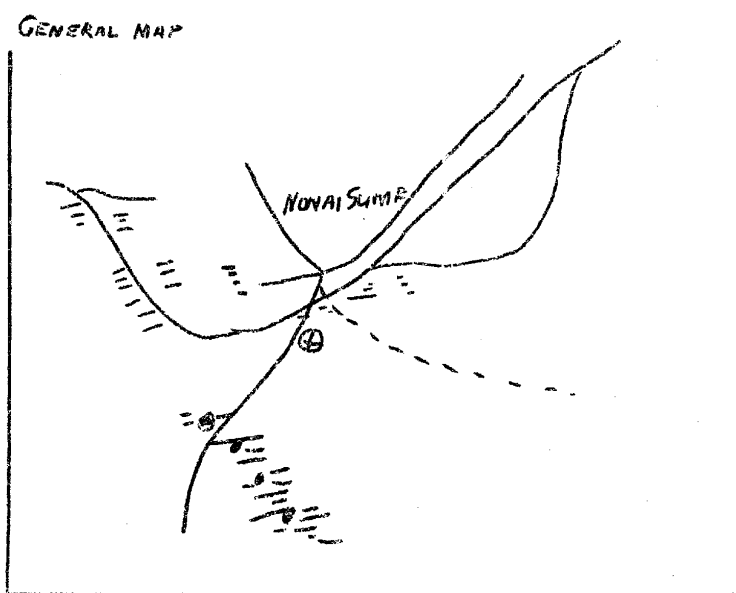
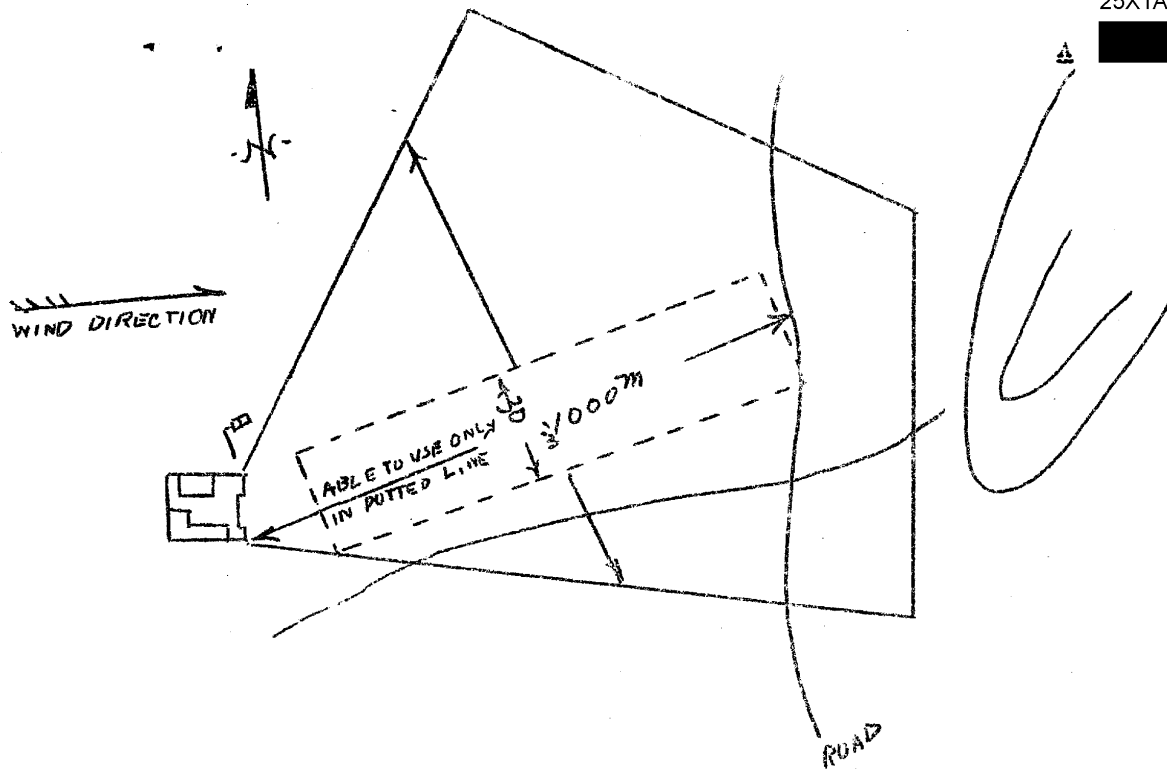


131
(F 27L)

LALAKHURE AIRFIELD: Can handle medium type planes.

1. Generally throughout the year there is a weak West or Northwest wind.
2. Ground is sandy desert, hardly affected by rain.
3. Considering the surrounding territory, this is choice spot for field.
4. Field is often difficult to locate during sand and snow storms.

25X1A2g



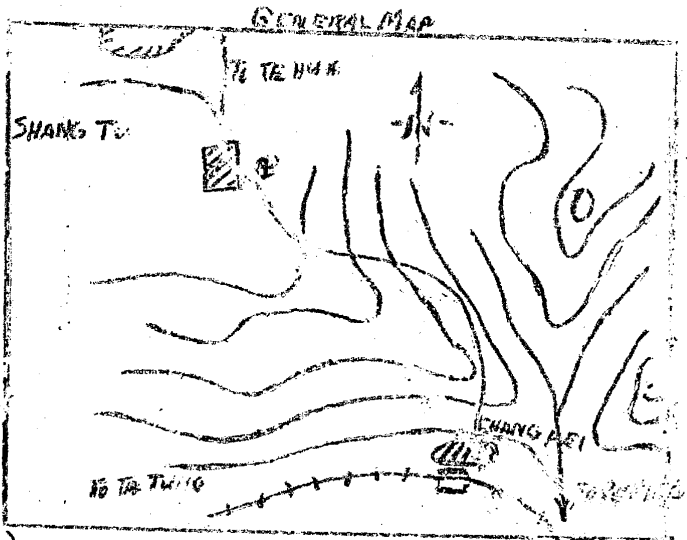
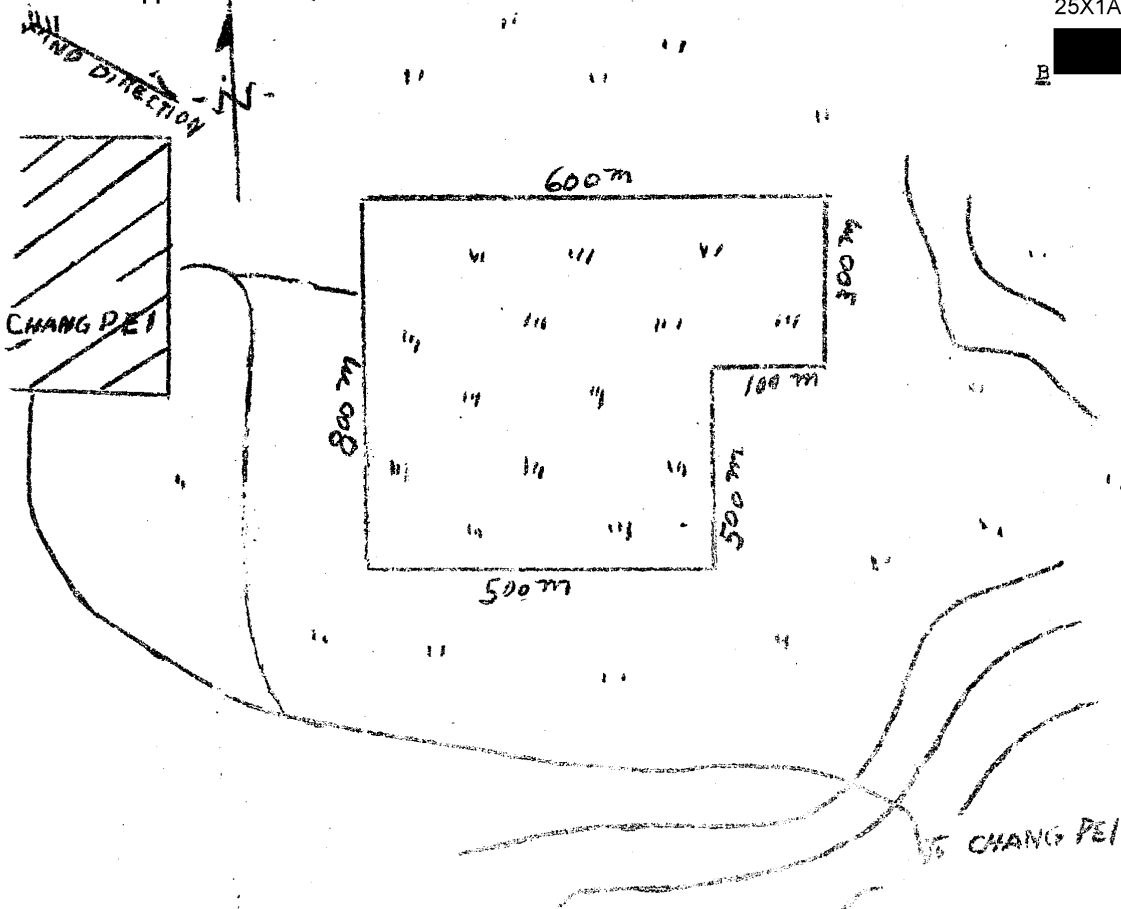
(1-42-4)

NONAI SUMF AIRFIELD:

1. Generally West wind throughout the year.
2. Desert ground; water drains off quickly; ground never becomes soft.
3. No obstructions in vicinity.
4. Sand storms and snowstorms occur quite frequently.

25X1X7





(張站)

- CHANG PEI AIRFIELD: Barely able to handle even light planes.
1. Population of town: about 2000, mostly Chinese.
 2. Sometimes field becomes unusable during heavy rains.
 3. Some drifting of snow in wintertime.
 4. About 800 meters above sea level.

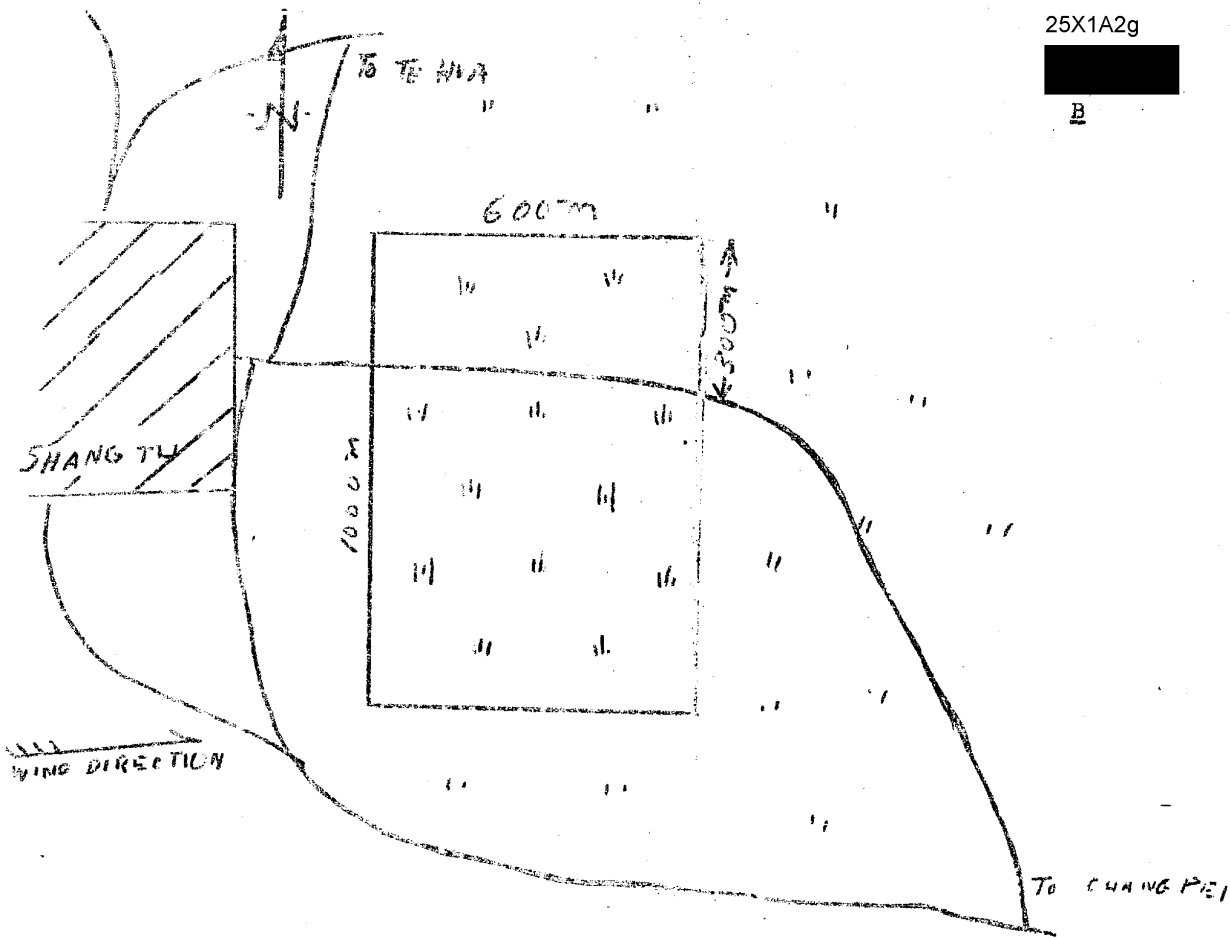
25X1X7



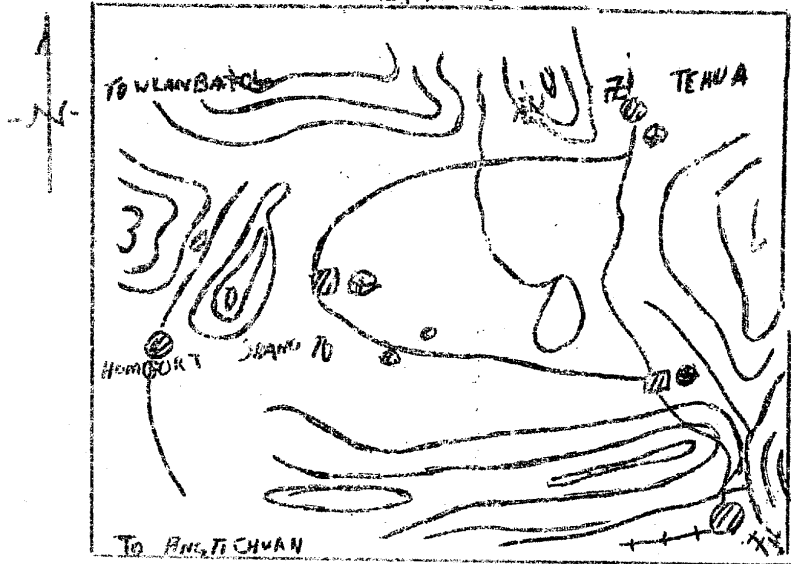
25X1A2g



B



GENERAL MAP



(商都)

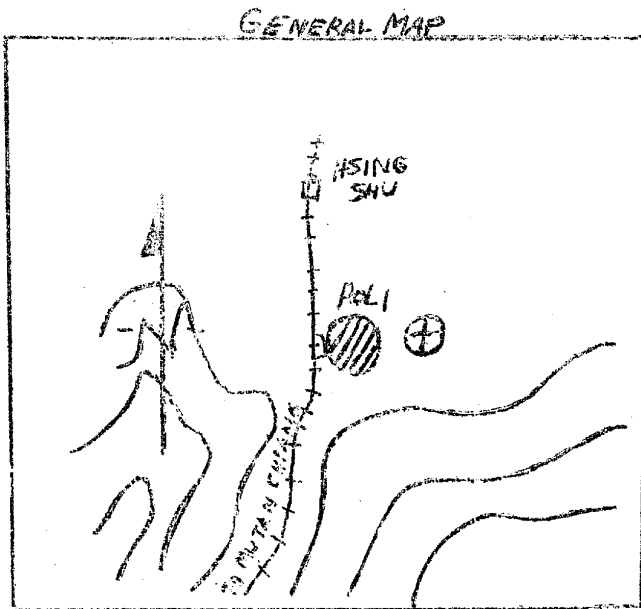
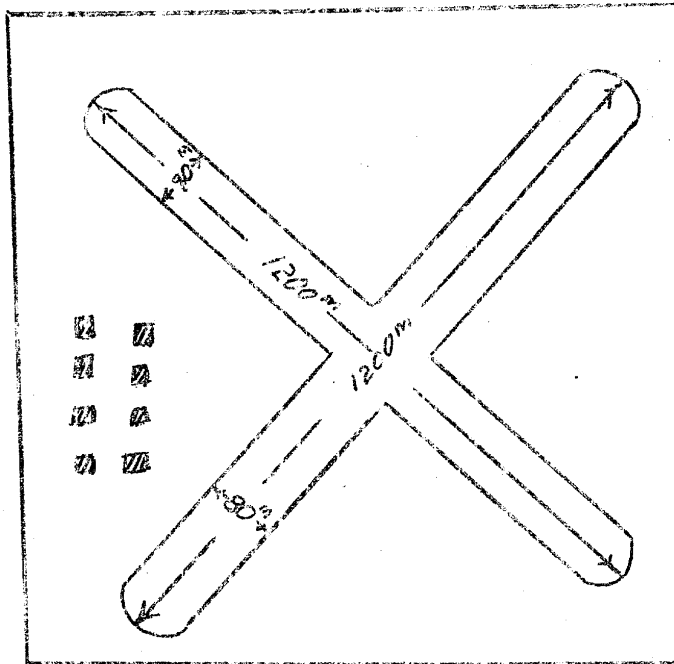
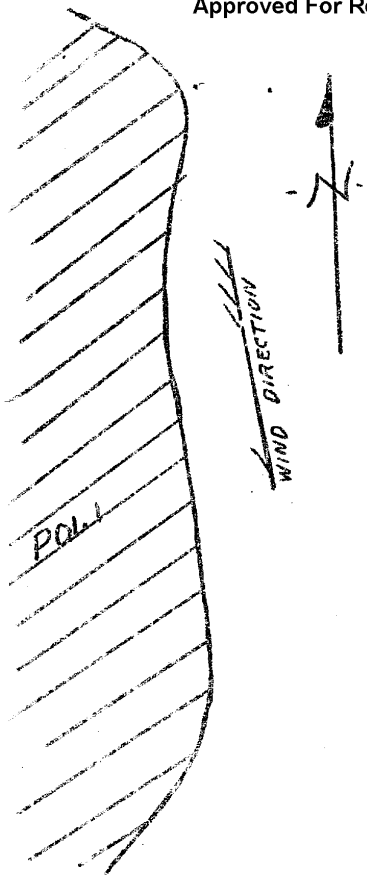
SHANG TU AIRFIELD:

1. Population of town: 1100-1300, mostly Chinese.
2. Ground is packed hard enough to use in all seasons.
3. Snow rarely piles up.
4. Some possibilities of expansion.

25X1X7



g



(勃利)

POLI AIRFIELD: Able to handle medium type planes.

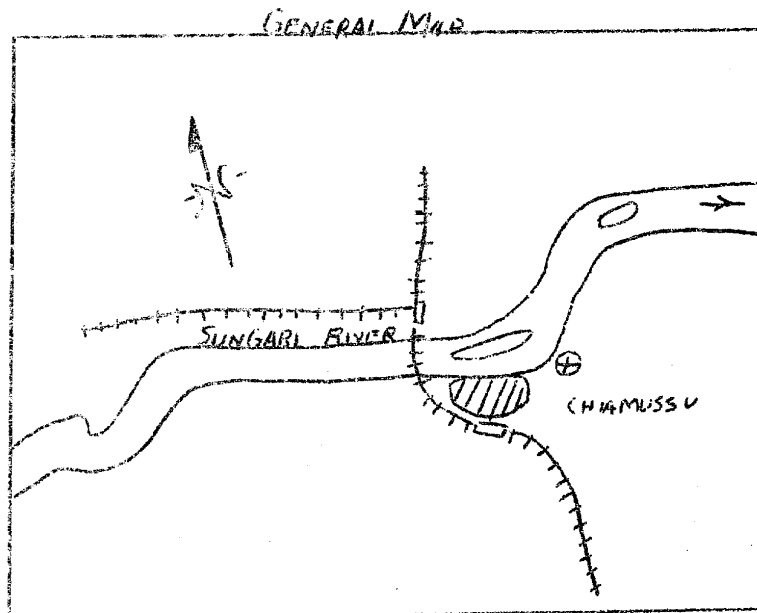
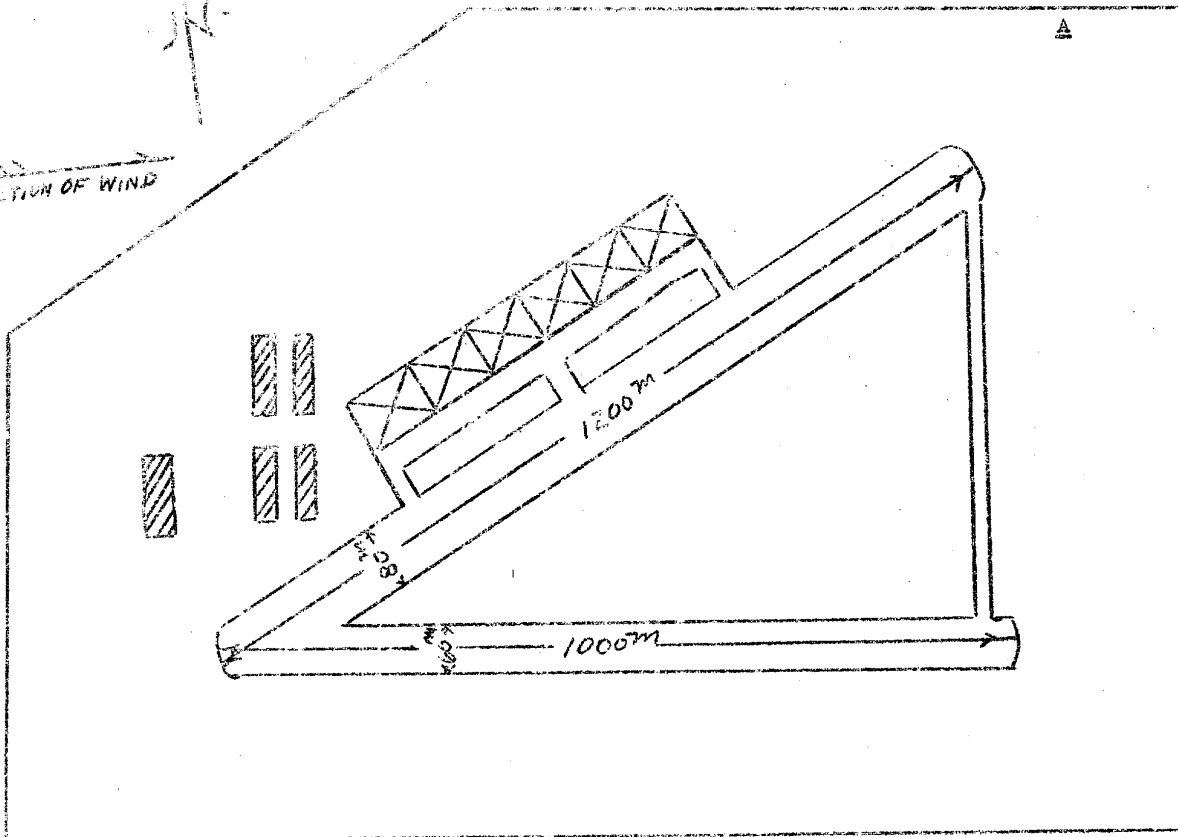
1. Located 300 meters East of city.
2. Runway paved with concrete.
3. No obstructions.
4. Room for expansion.
5. Possibilities for future.
6. No special atmospheric phenomena.

25X1X7



MAP #55

25X1A2g



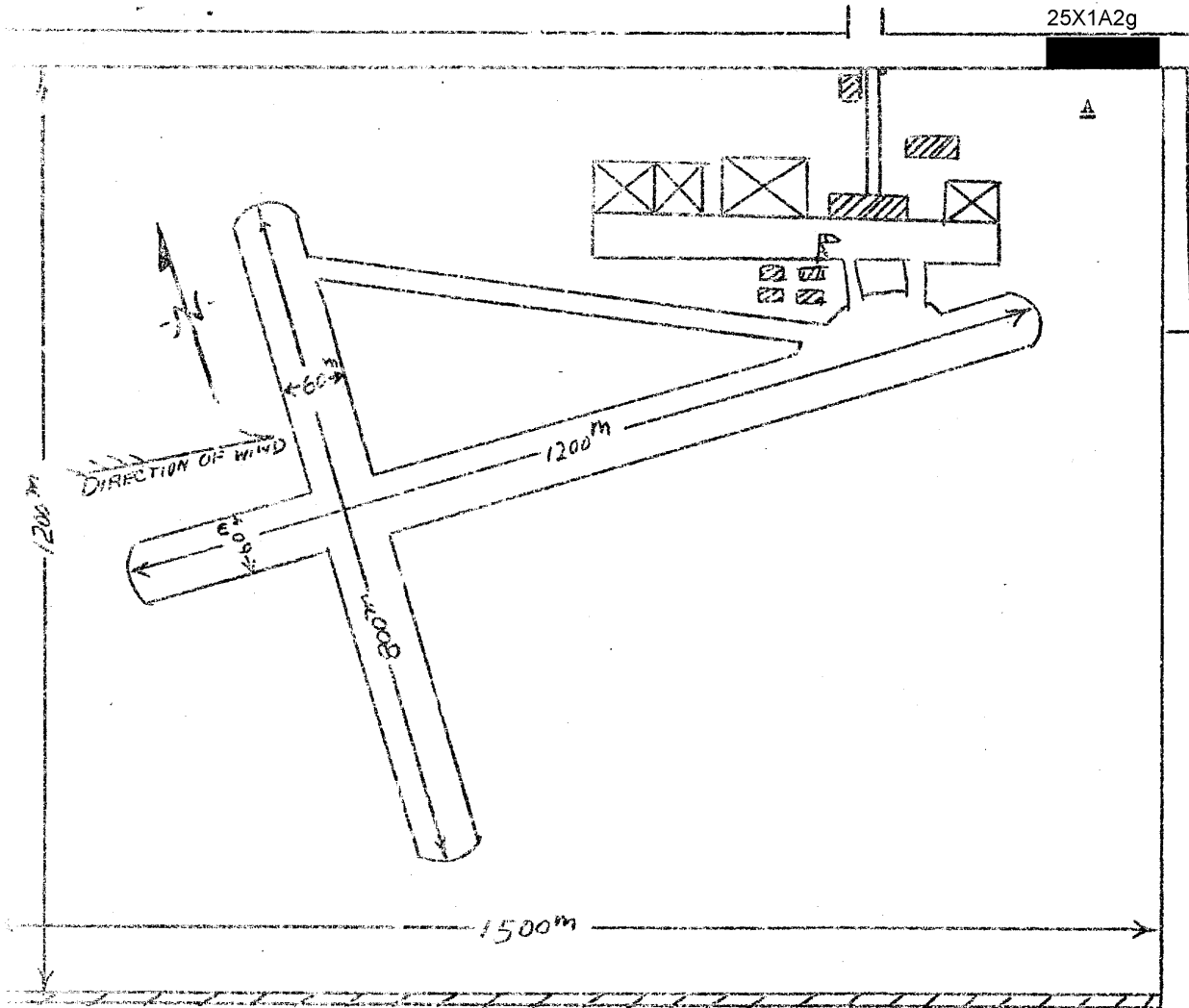
佳木斯

CHIAMUSSU EAST AIRFIELD: Handles medium or smaller type planes.

1. Situated 2½ kilometers East of city.
2. Runway made of concrete.
3. No obstacles in vicinity.
4. Room for expansion.
5. No special atmospheric phenomena.

25X1X7

25X1A2g

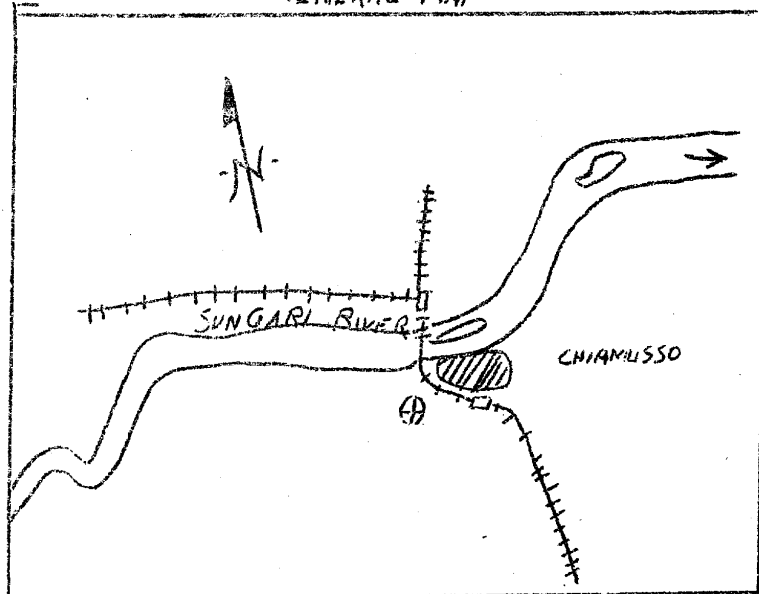


DITCH: WIDTH 1 METER DEPTH 50 CM GENERAL MAP

(佳本新)

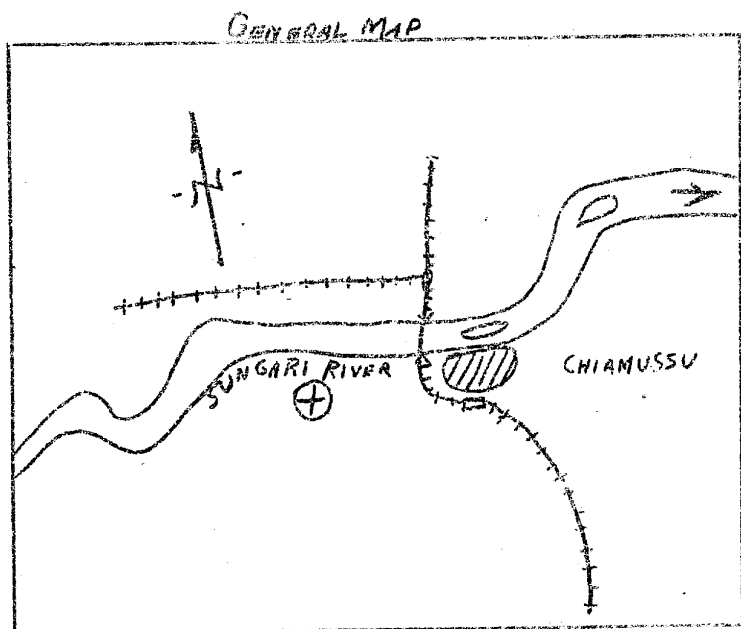
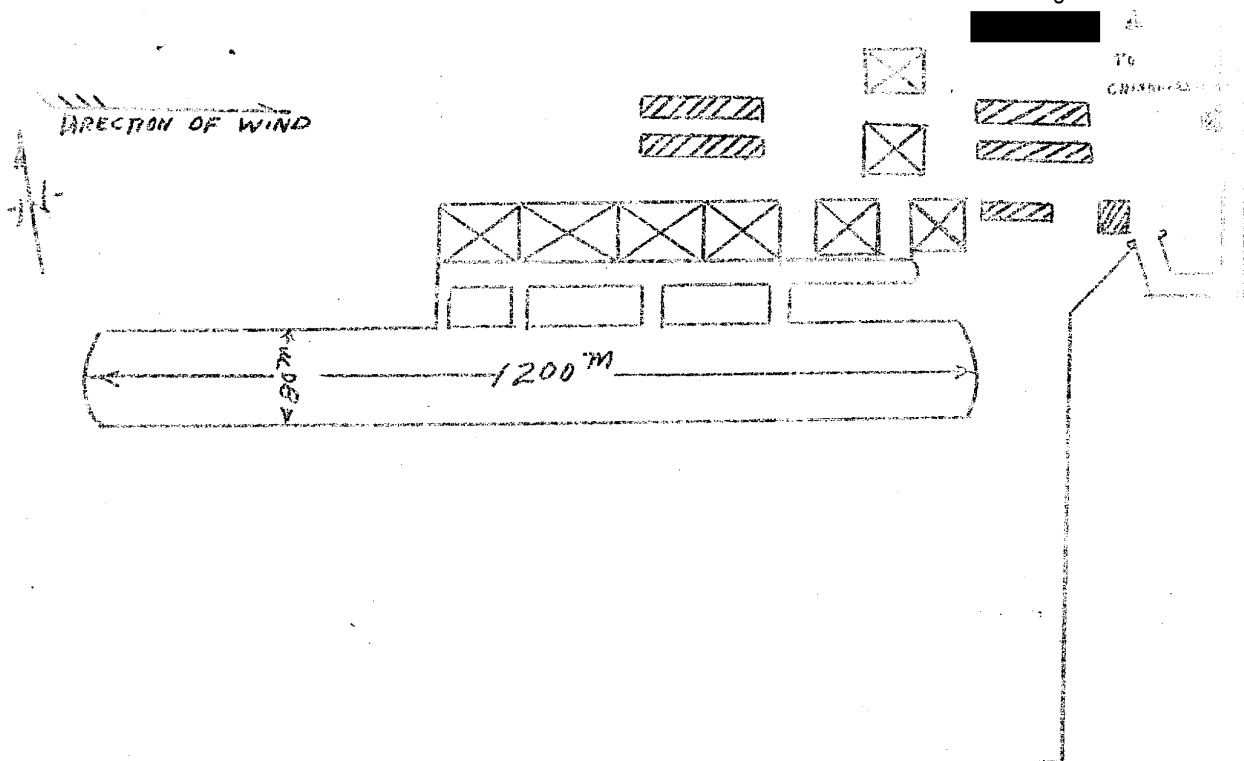
CHIAMUSSU CENTER AIRFIELD: Able to handle medium type planes.

1. West wind throughout most of the year.
2. In thaws & rains, ground other than runways is soft.
3. No obstacles in vicinity.
4. Possible to expand.
5. Often heavy snow in winter.
6. Fog is rather frequent.



25X1X7

25X1A2g



(佳木斯)

CHIAMUSSU WEST AIRFIELD: Handles medium and smaller type planes.

1. Situated 3 kilometers West of Chiamussu.
2. Runway made of asphalt.
3. No obstacles in vicinity.
4. Possible to expand enough to handle large planes.
5. No special atmospheric phenomena.

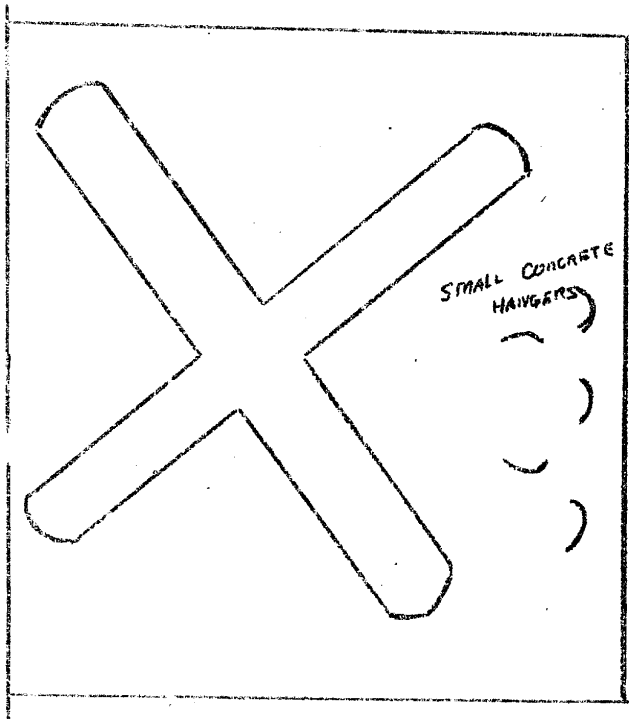
25X1X7



25X1A2g

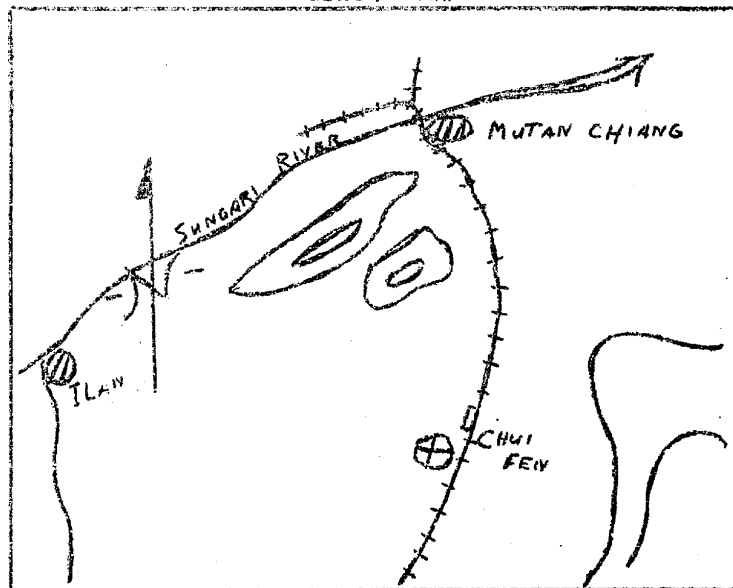
C

CHUI
FEN



To M. JUNG

GENERAL MAP



(逸分)

CHUI FEN AIRFIELD: Able to handle medium type planes.

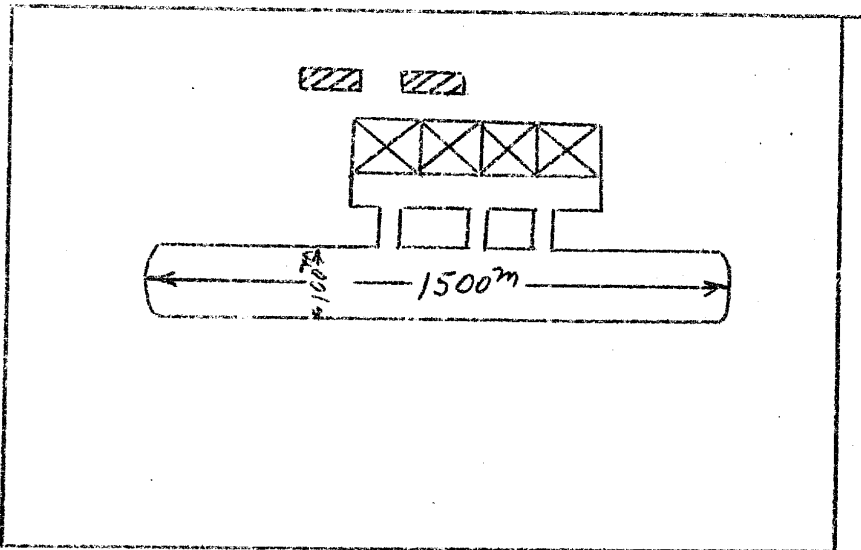
- 1. Located Southwest of city.
- 2. Other details not known.

25X1X7

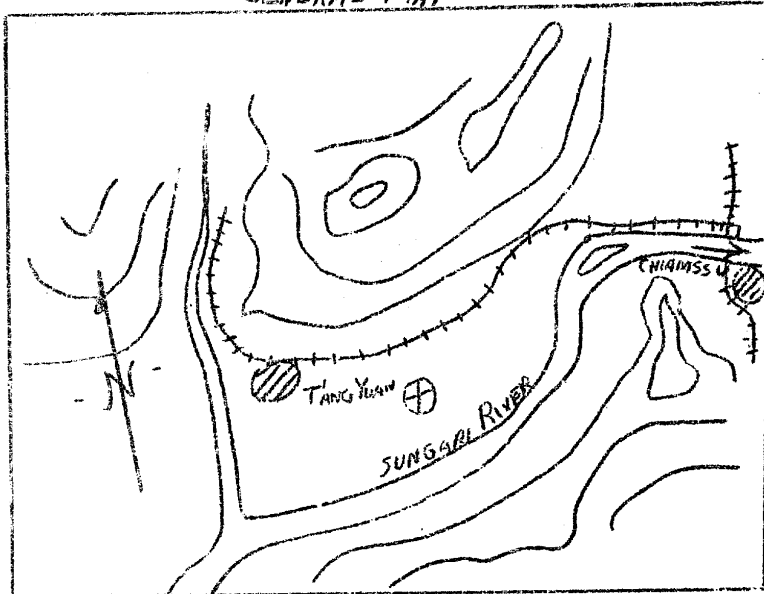


25X1A2g

A



GENERAL MAP



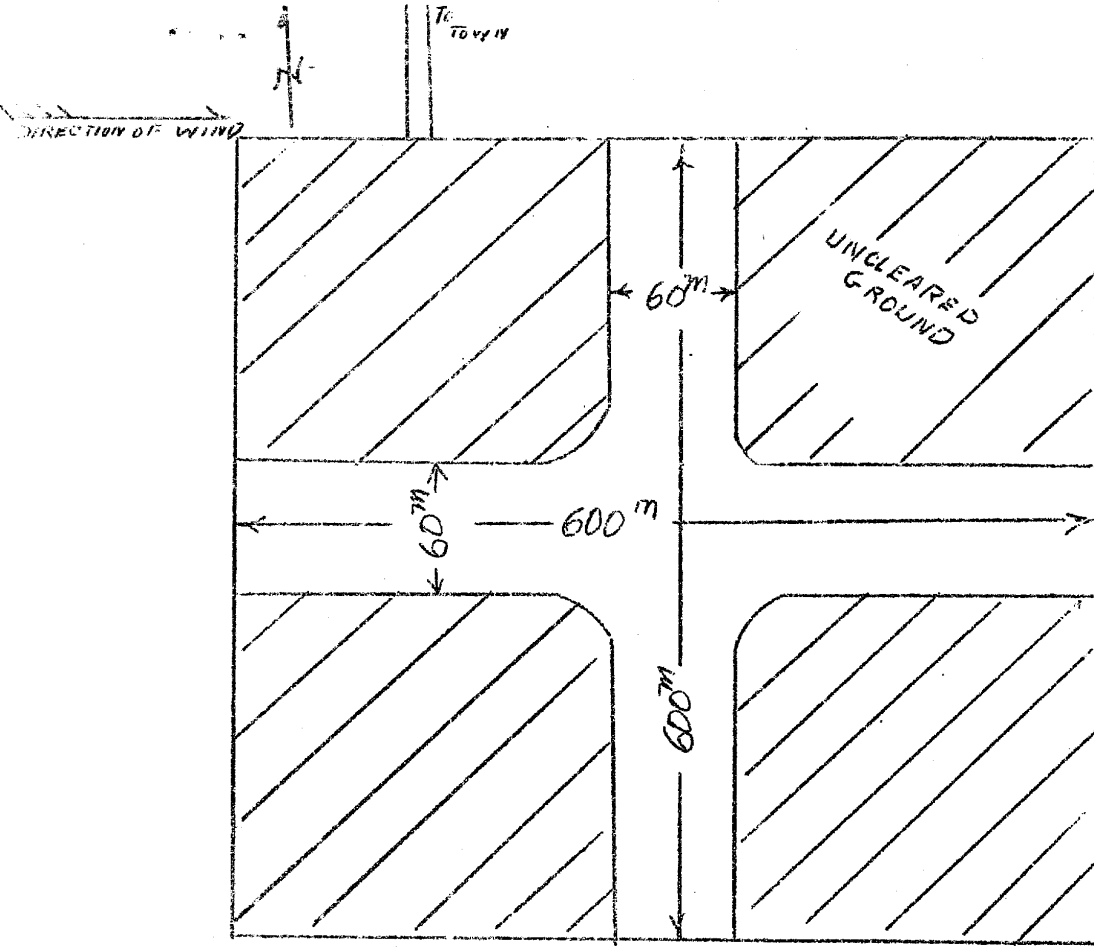
(湯源)

TANG YUAN AIRFIELD: Able to handle medium type planes.

1. Located East of the city (exact distance not known.)
2. Concrete runway.
3. No obstacles in vicinity.
4. Has bright prospects.

25X1X7

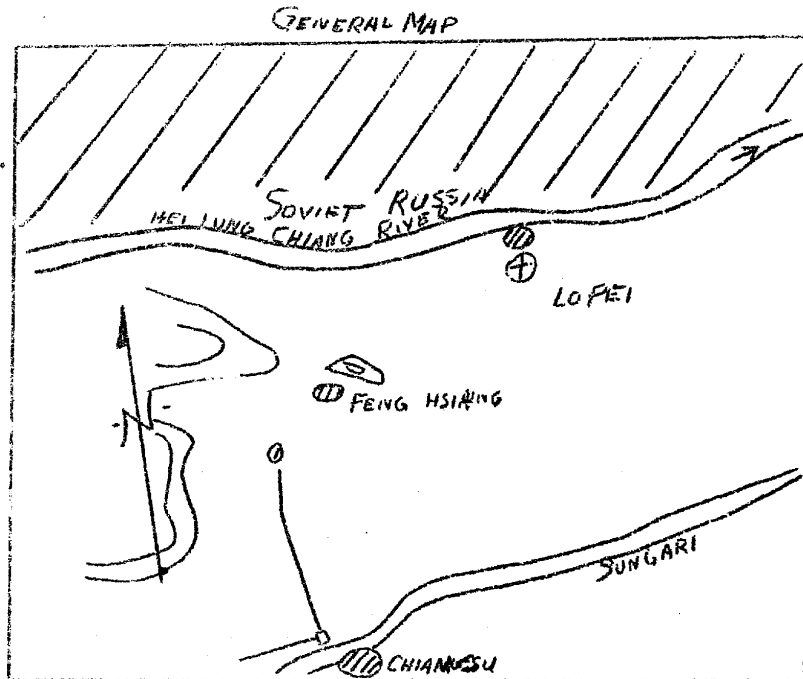
25X1A2g



北)

LO PEI AIRFIELD: Especially for use of small, light planes only.

1. 1/2 kilometer south of Lo Pei.
2. Has very little value.

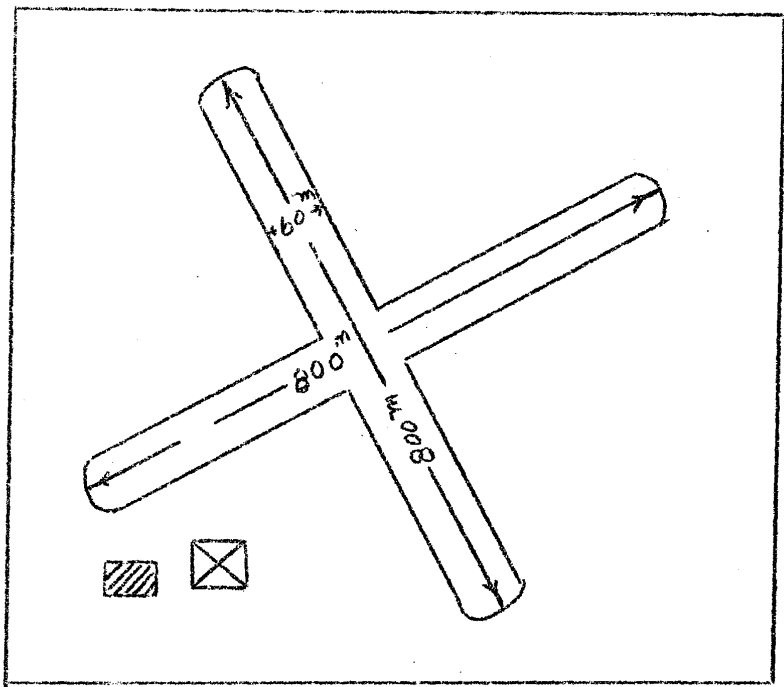


25X1X7

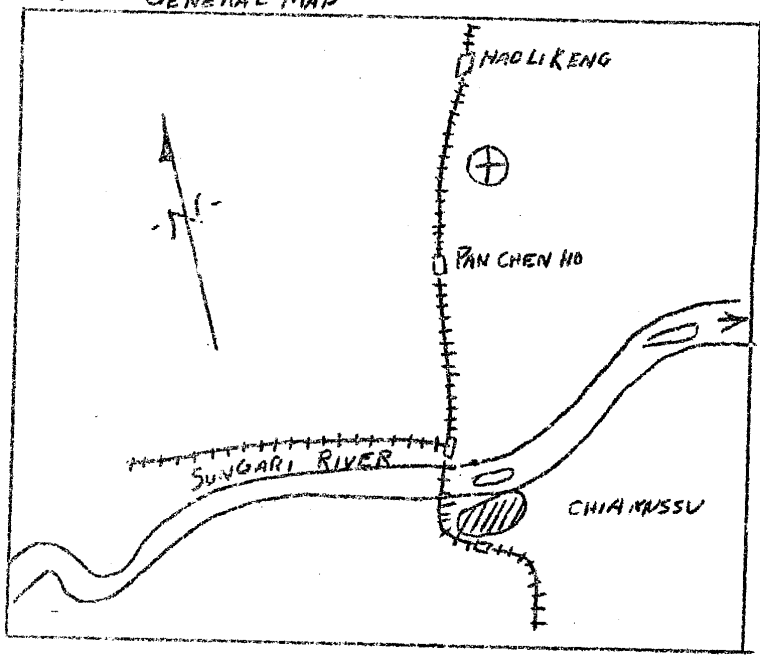
25X1A2g

TO MAO LI KANG
DIRECTION OF WIND

TO FAN CHEN HO
6 KM



GENERAL MAP



(獨立圖)

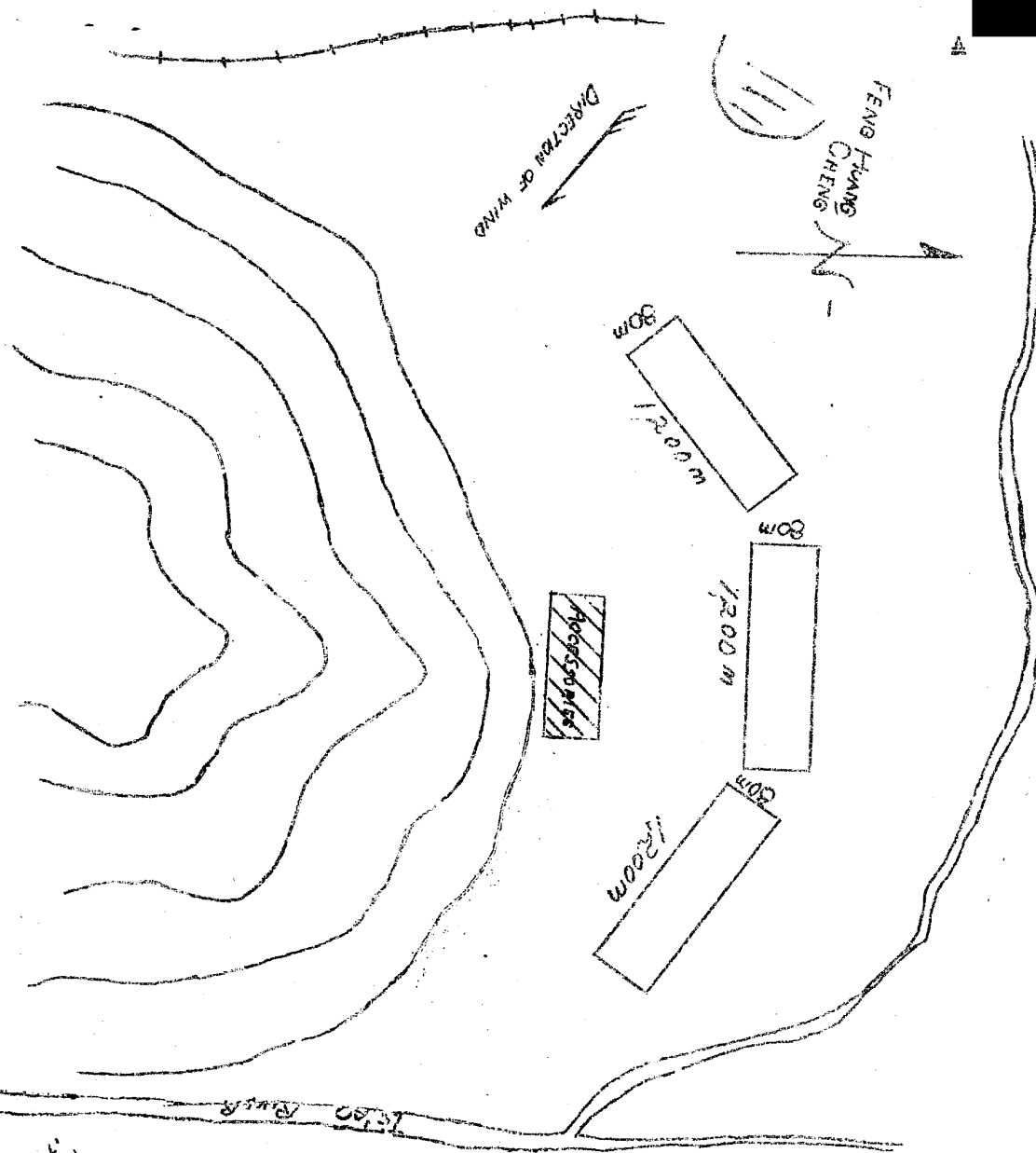
MAO LI KANG AIRFIELD: Small planes only.

1. The wind is generally Southwest.
2. Ground other than runway is soft during thaws & rainy season.
3. Few obstructions.
4. Room for expansion.
5. Frequent heavy snows in winter.

25X1X7



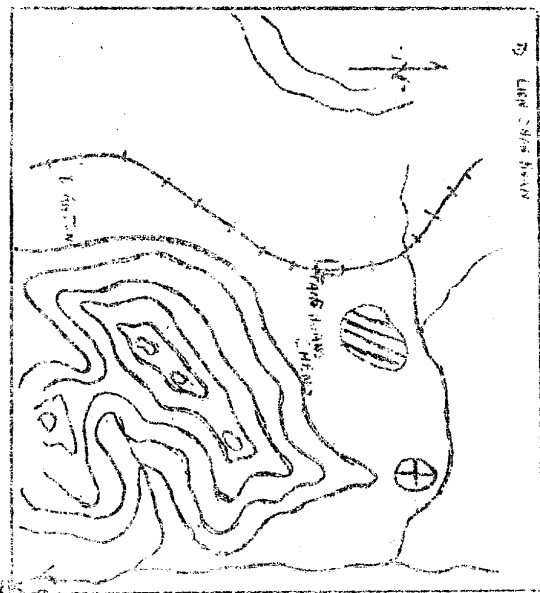
MAP #62

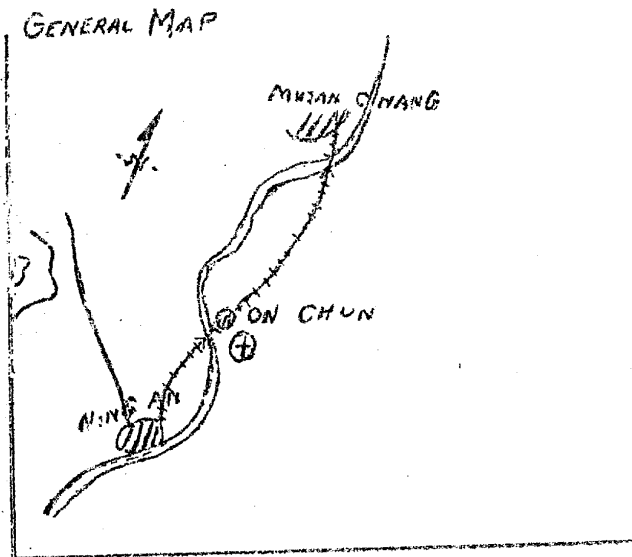
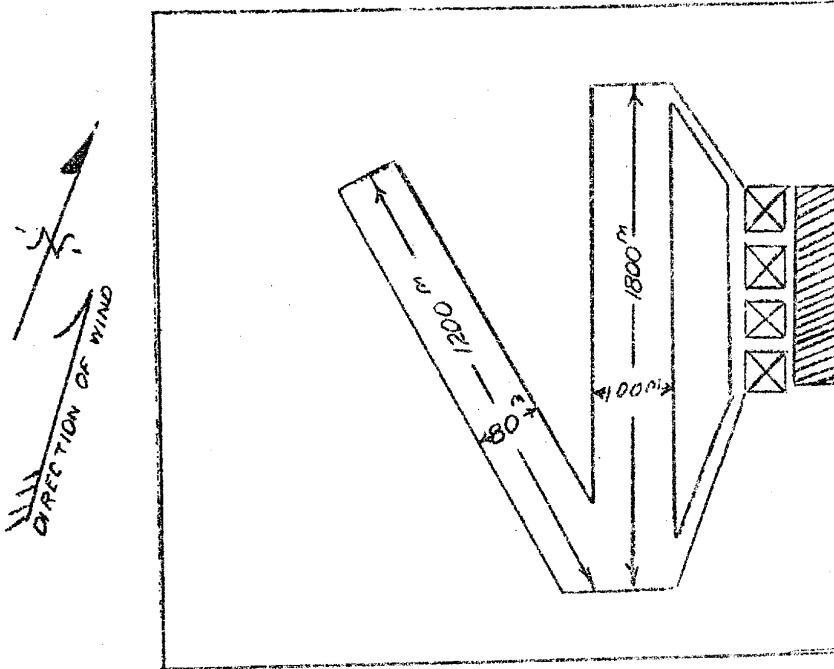


鳳凰城)

FENG HUANG CH'ENG AIRFIELD; Able to handle medium type planes.

- 1. The Feng Huang Shan Mountain to the south is the only obstruction.
- 2. Direction of the wind is northwest.
- 3. Little room for expansion.
- 4. Frequent occurrence of fog.





(温春)

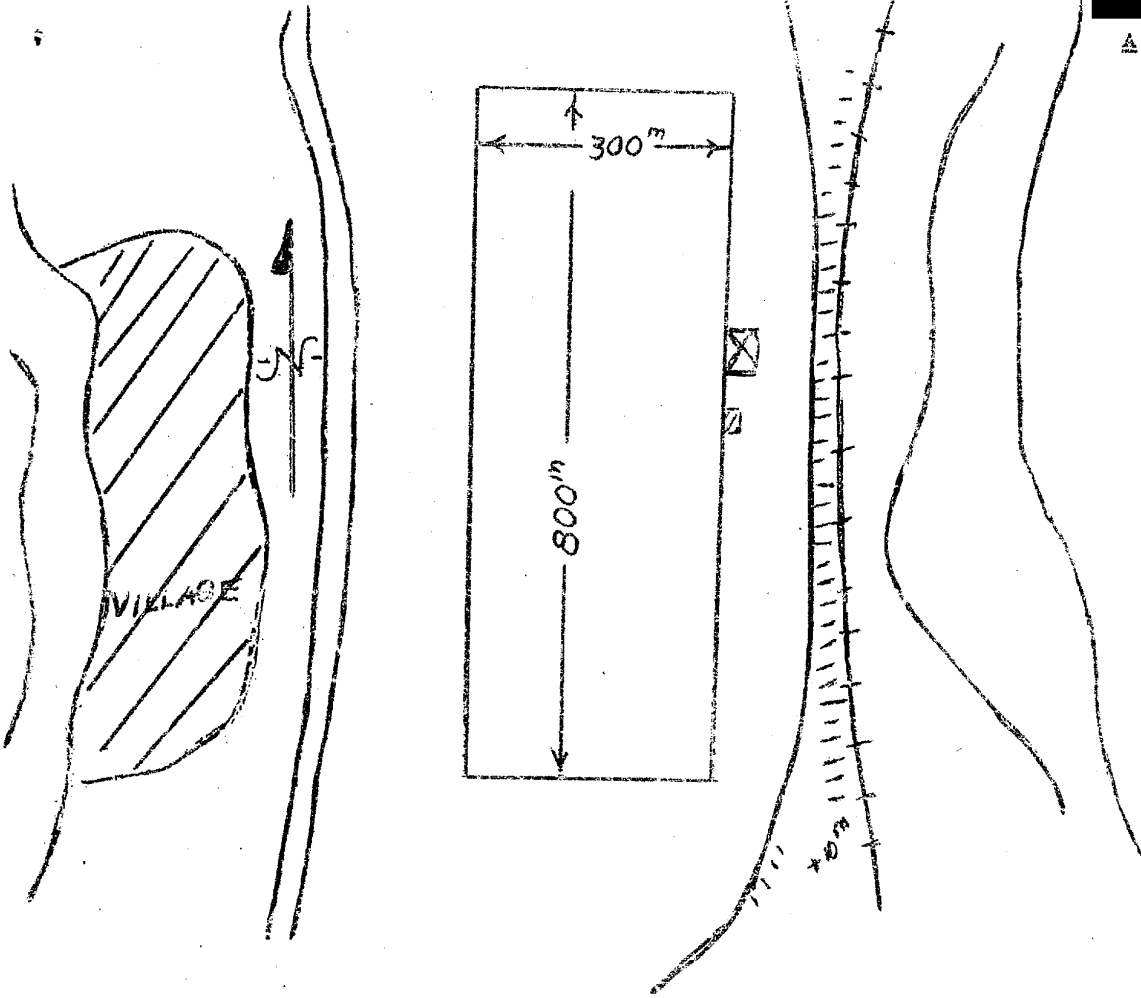
ON CHUN AIRFIELD: Able to handle medium type planes.

1. Much the same as Lan Kang Airfield - serving the Muntan Chiang District.
2. Surface other than runways soft.
3. No other facilities.
4. Has possibilities.

Also called WEN CH'UN

25X1X7

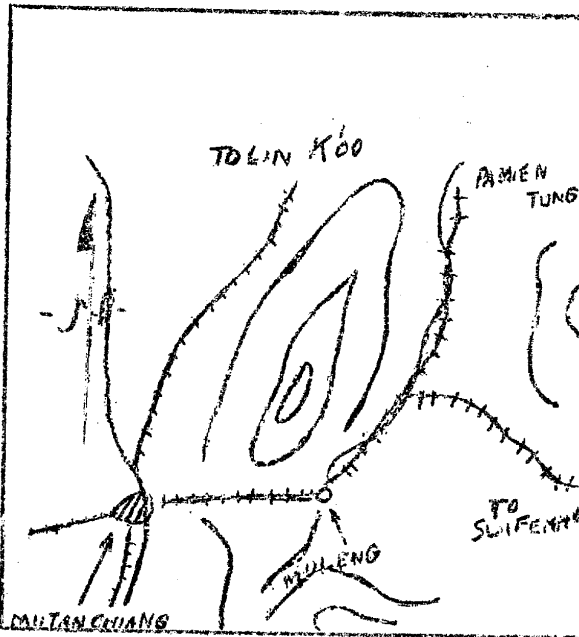




(續後)

MU LENG AIRFIELD: Small planes only.

1. Wind is parallel to valleys.
2. The ground is red dirt; field was made by cutting into the mountains.
3. Mountains nearby make field unusable by large planes.
4. Has no prospect for future.

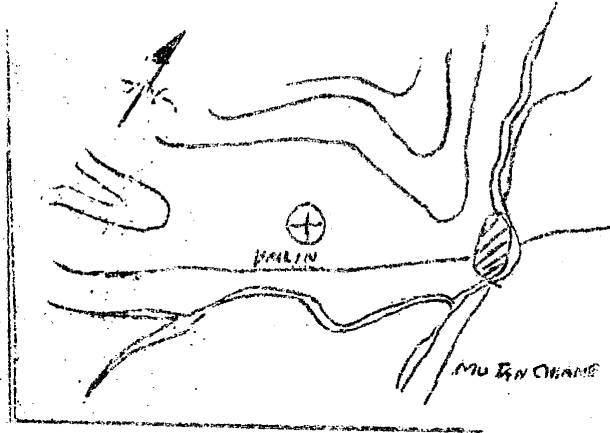
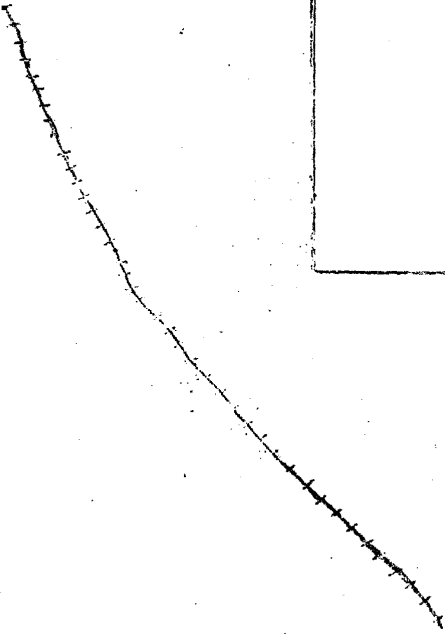
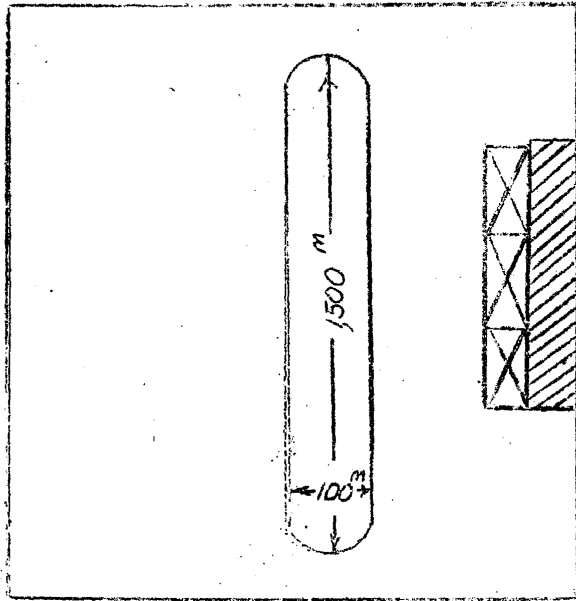
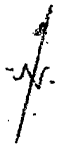


25X1X7

25X1A2g



A



(海林)

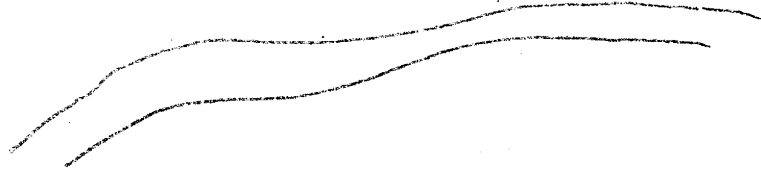
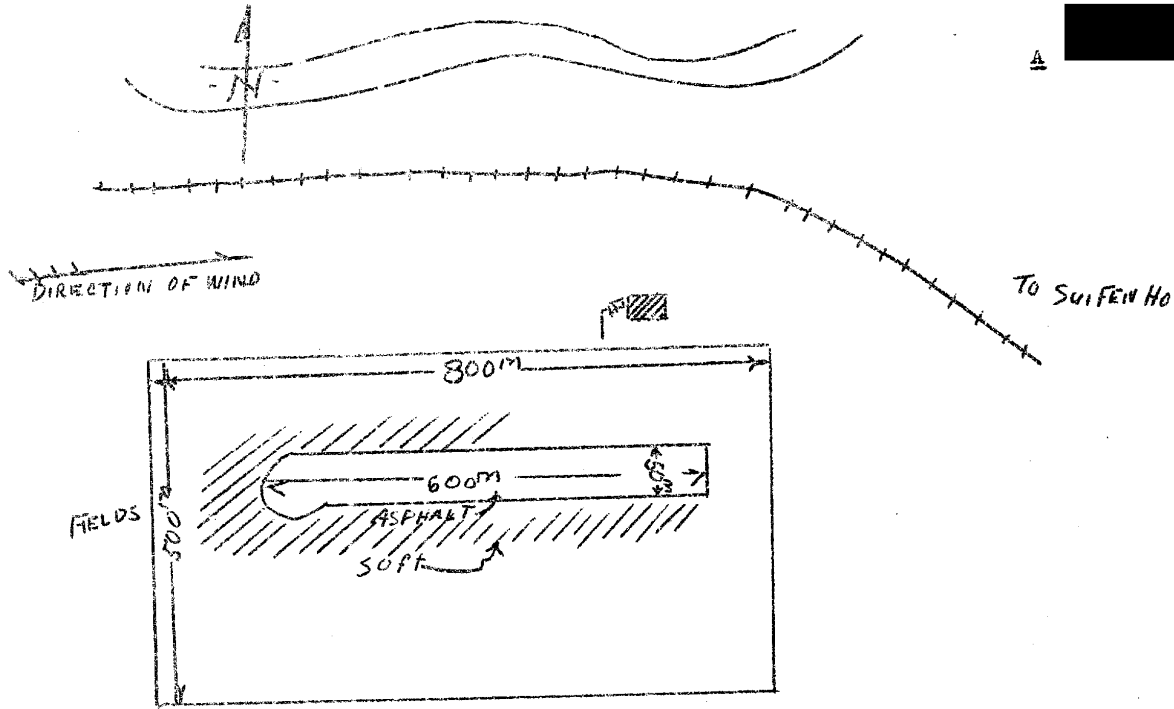
HALLIN AIRFIELD: Able to handle medium type planes.

1. Wind comes down mountain valley from the North.
2. Soft, red dirt outside of runways.
3. No obstacles to landing and taking off.
4. No room for expansion.
5. lot of fog.

25X1X7



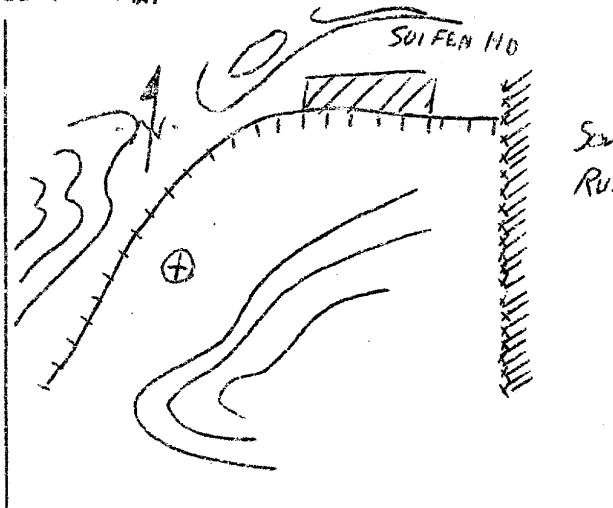
25X1A2g



(綏芬河)

- SUI FEN HO AIRFIELD: Small planes only.
1. Wind is parallel to valley & runway.
 2. Surface outside runway is grassy but soft.
 3. Unusable by large planes; surrounded by mountains.
 4. No future.
 5. Very bad wagon road into town - about one kilometer.

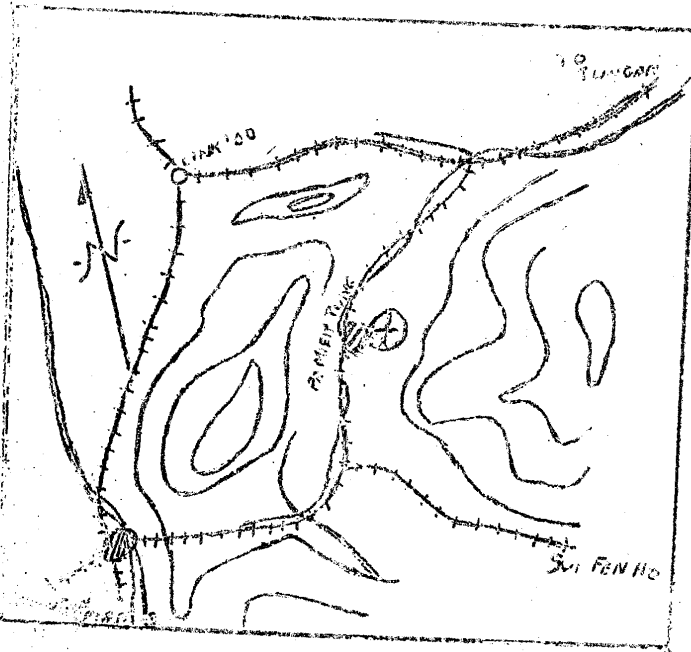
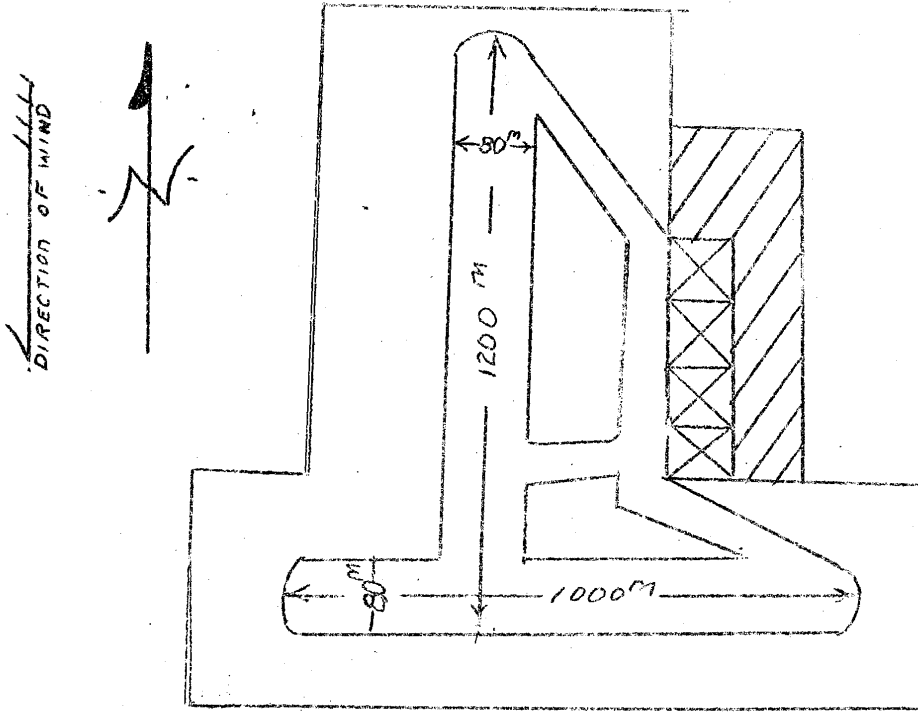
GENERAL MAP



25X1X7

25X1A2g

Q



(一、面通)

PA MIEN TUNG AIRFIELD: Able to handle medium type planes.

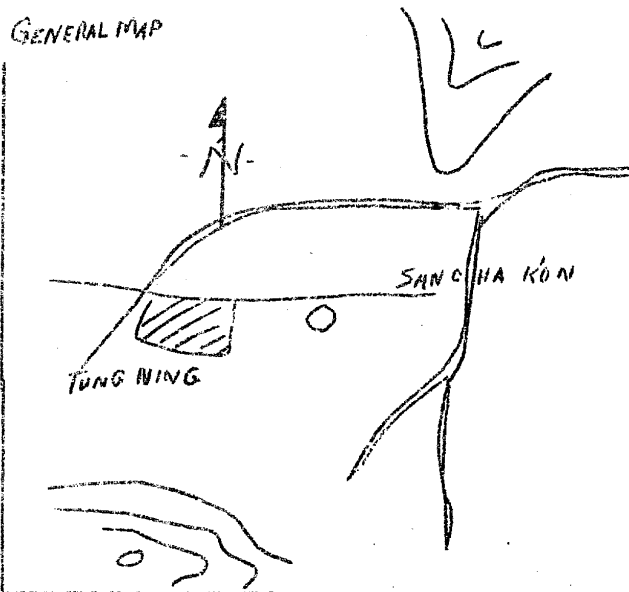
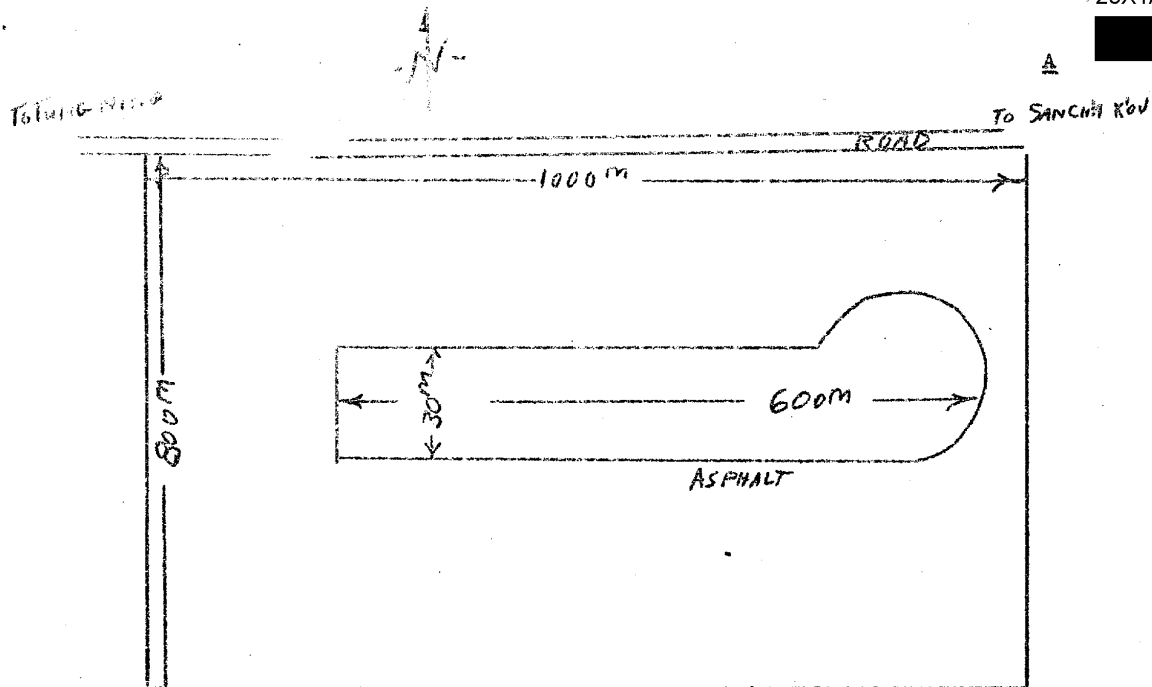
1. Located 2 kilometers East of city.
2. Runway paved with concrete.
3. There are mountains to the East presenting obstacle.
4. Room for expansion.
5. No special atmospheric phenomena.



25X1X7

MAP 107

25X1A2g



(東寧)

TUNG NING AIRFIELD: Can handle only small type planes.

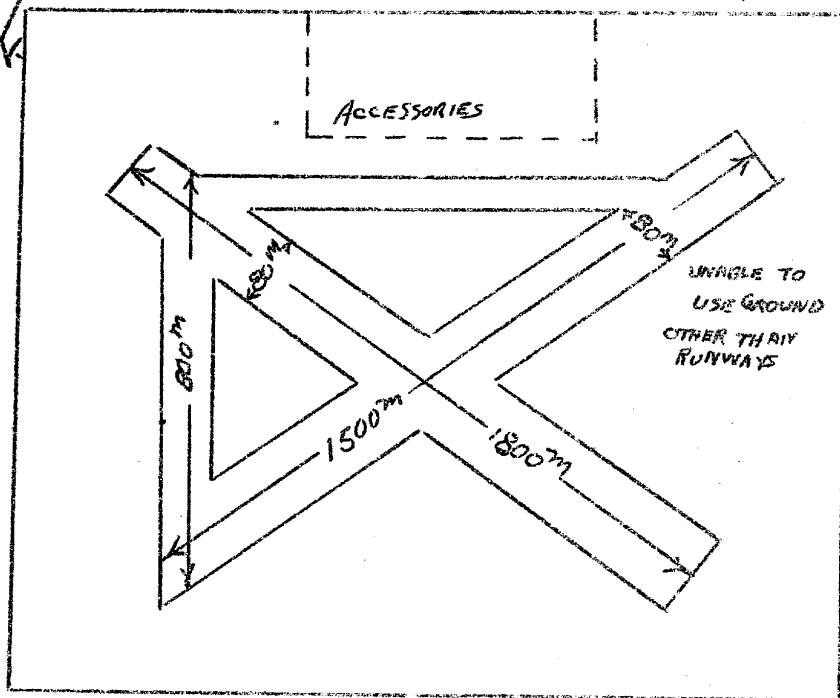
1. During summer Rusan (ル-ヤシ)* grows so thick that only the runway can be used.
2. No obstacles in vicinity.
3. High mountains in this region cause bad air currents.

*grass

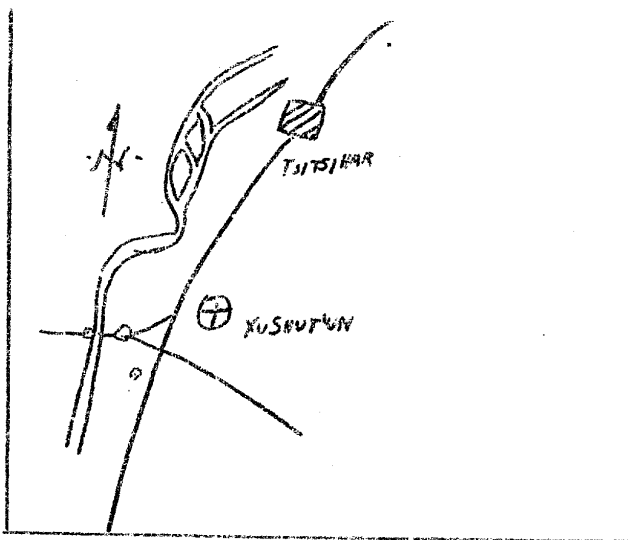
25X1X7



B



GENERAL MAP



(榆樹屯)

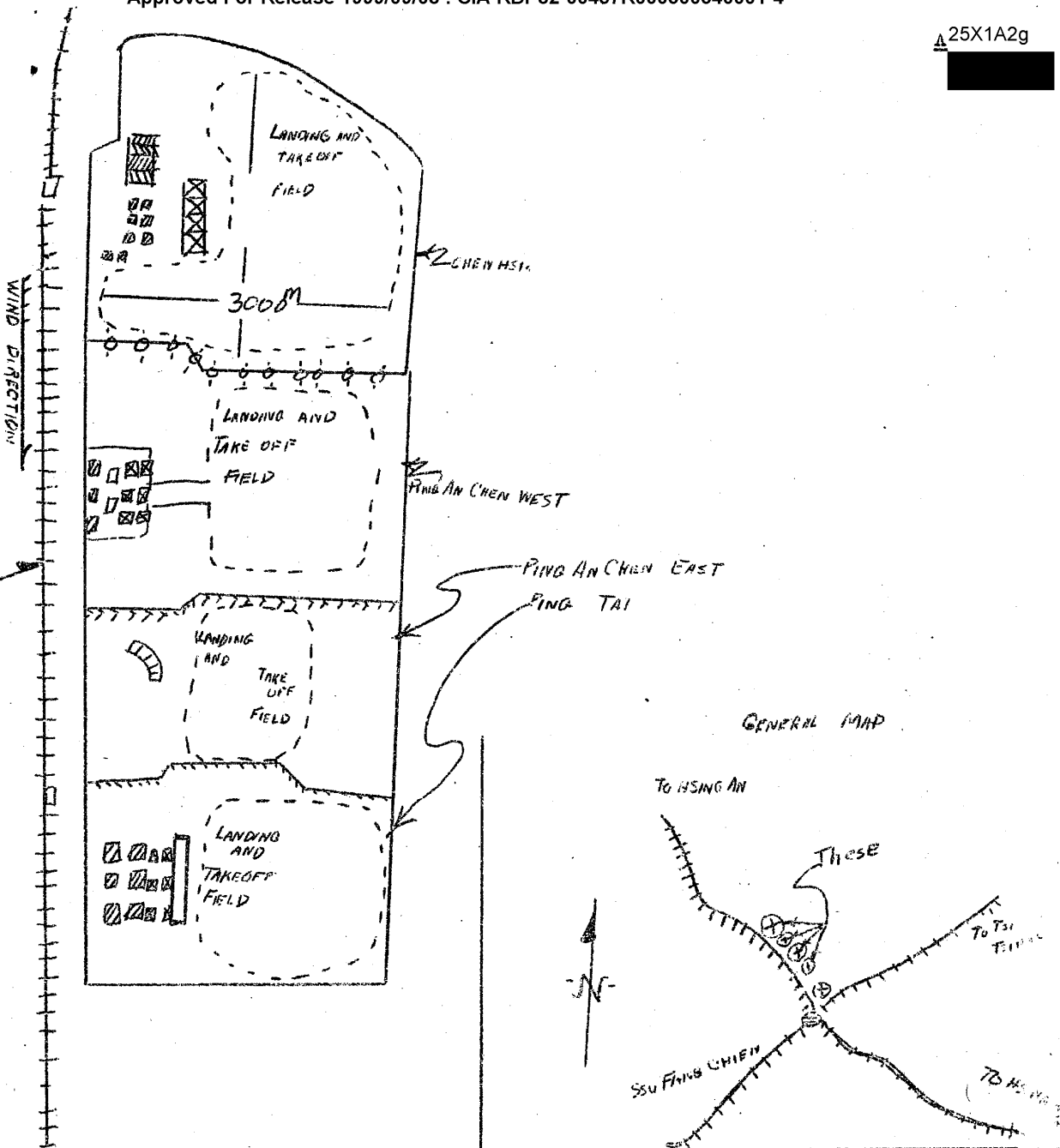
YU SHU T'UN AIRFIELD: Able to handle medium type planes.

1. Wind is generally weak, as at Tsitsihar.
2. Ground surface is soft, so that only the runways can be used.
3. There are no obstructions in the vicinity.
4. No special atmospheric phenomena.

25X1X7



25X1A2g



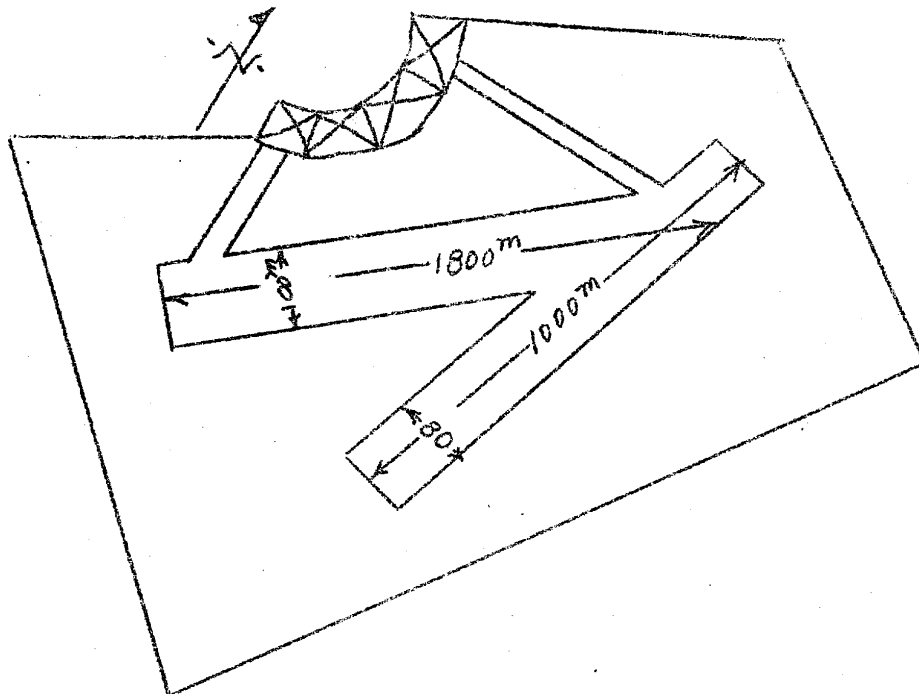
(鎮西) (平安鎮) 西 (平安鎮東) (平台)

CHEN HSI, P'ING AN CHEN WEST, P'ING AN CHEN EAST, AND P'ING TAI AIRFIELDS:

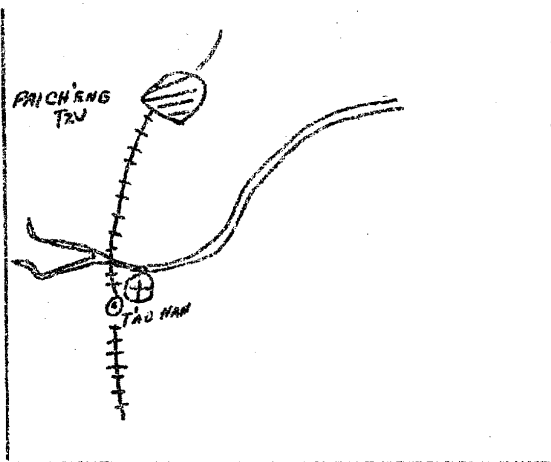
Will be able to handle medium type planes.

1. No paved runways; ground is hard, and can be used even in rainy season.
2. No obstructions in vicinity.
3. Plenty of room for expansion; very bright prospect for future.
4. No special atmospheric phenomena.
5. Accessory installations have been completed.
6. Four kilometers south of P'ing Tai Airfield is Kai Ch'eng Tzu North Airfield (See Map #3, attached).

25X1X7



GENERAL MAP



(洗南)

TAO NAN AIRFIELD: Handles medium type planes.

1. Direction of the wind is West.
2. Surface is a mixture containing lime which has a sticky characteristic and does not dry very fast.
3. No obstructions in the vicinity.
4. Has possibilities for the future.

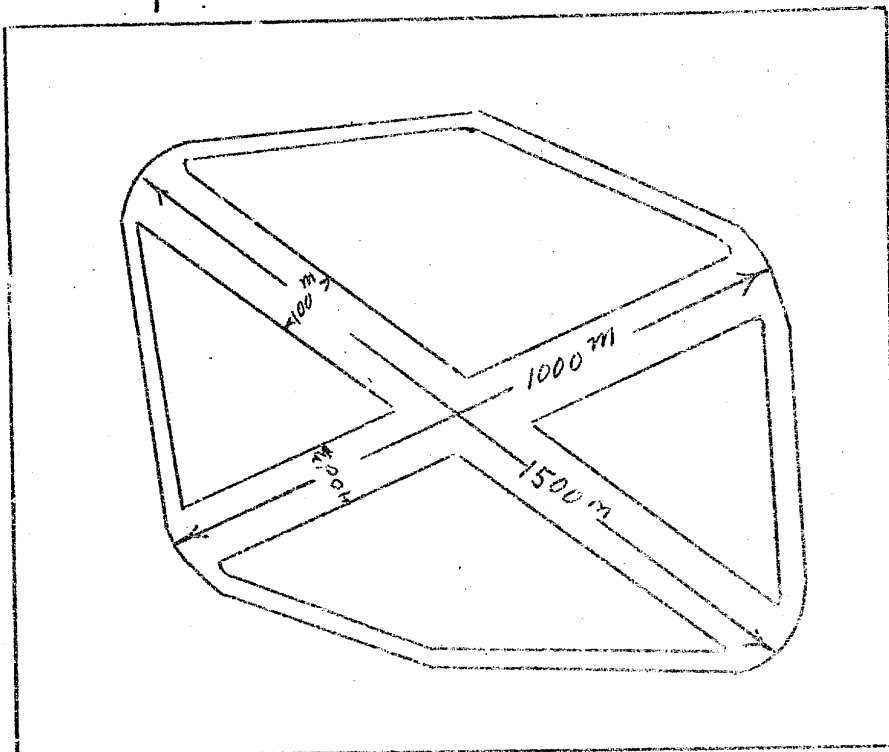
25X1X7



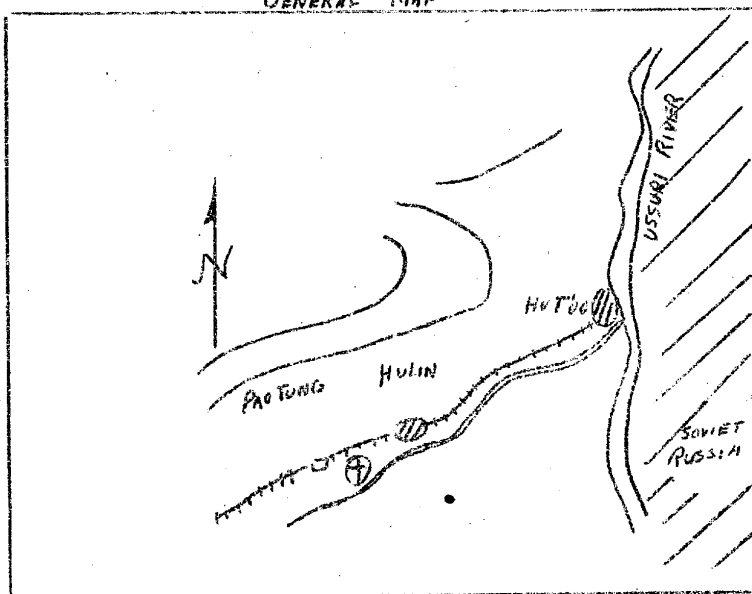
TO PAO TUNG

TO HU LIN

D



GENERAL MAP



(虎林)

HU LIN AIRFIELD: Details not known.

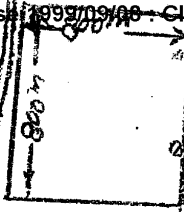
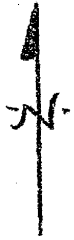
25X1X7



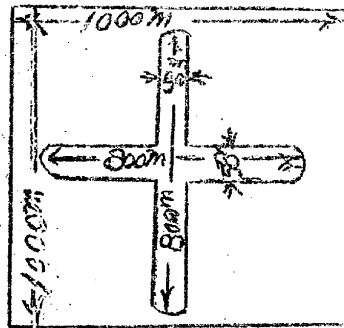
B - North

C - South

PADCHING



DIRECTION OF WIND



(宝清)

PAO CHING NORTH & SOUTH AIRFIELDS:
Handle only small type planes.

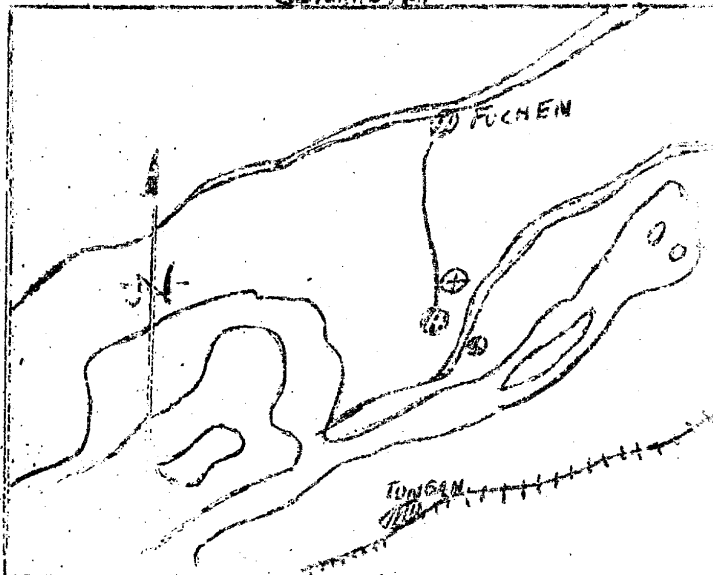
North:

- 1. Two kms. North of city.
- 2. Grassy field, soft foundation.
- 3. No obstructions in vicinity.
- 4. Room for expansion.
- 5. No special atmospheric phenomena.

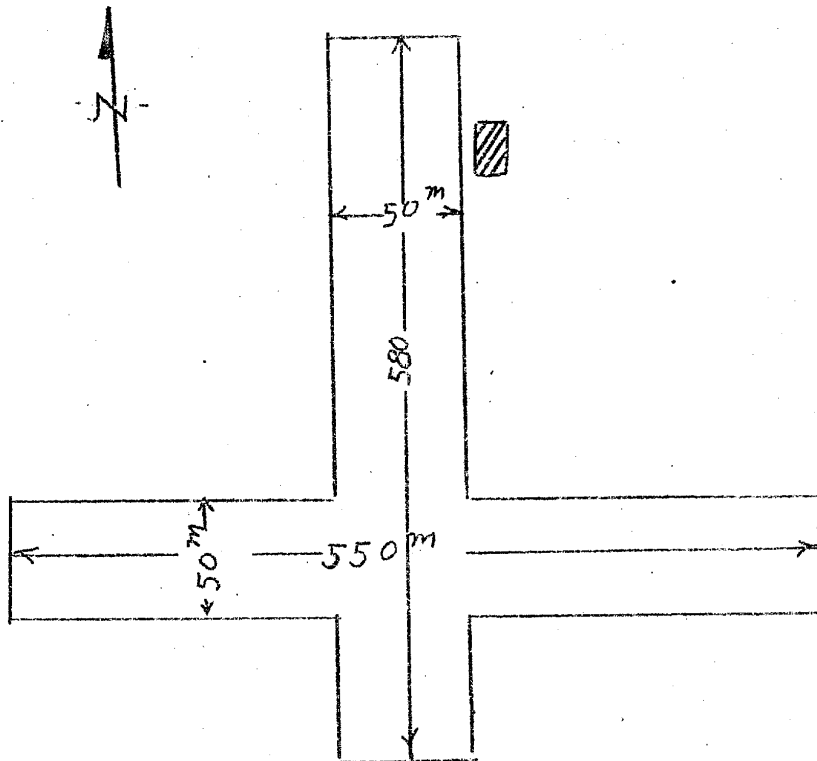
South:

- 1. Five kms. Southeast of city.
- 2. Runway paved with concrete; ground is soft.
- 3. No obstructions in vicinity.
- 4. Has room for expansion.
- 5. No special atmospheric phenomena.

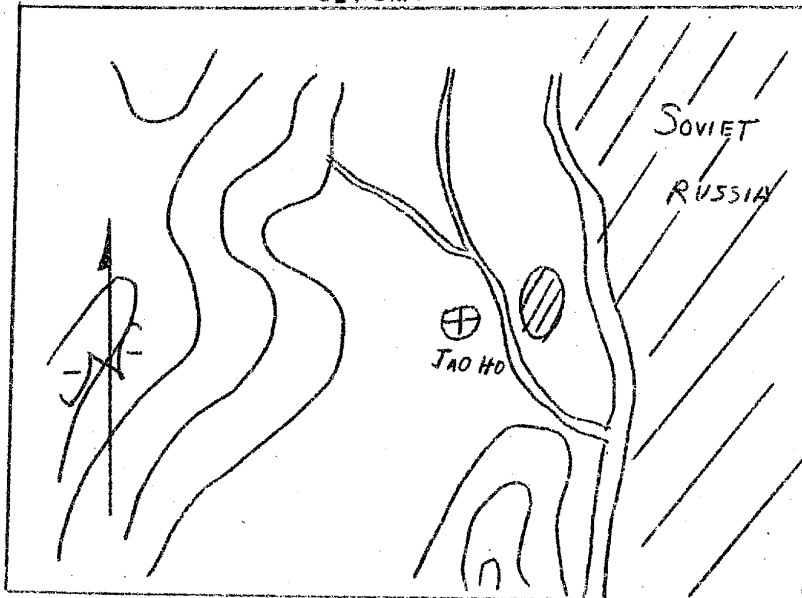
GENERAL MAP



X



GENERAL MAP

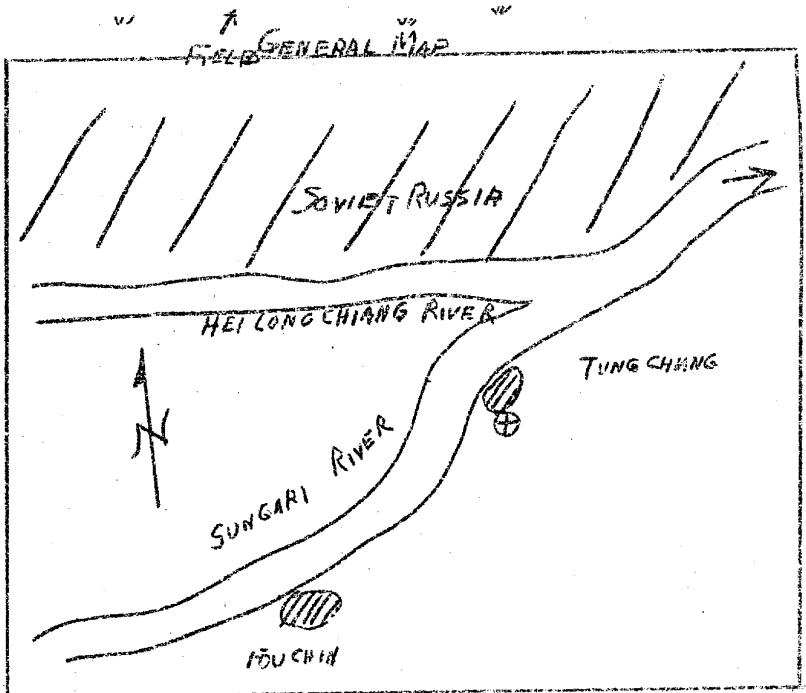
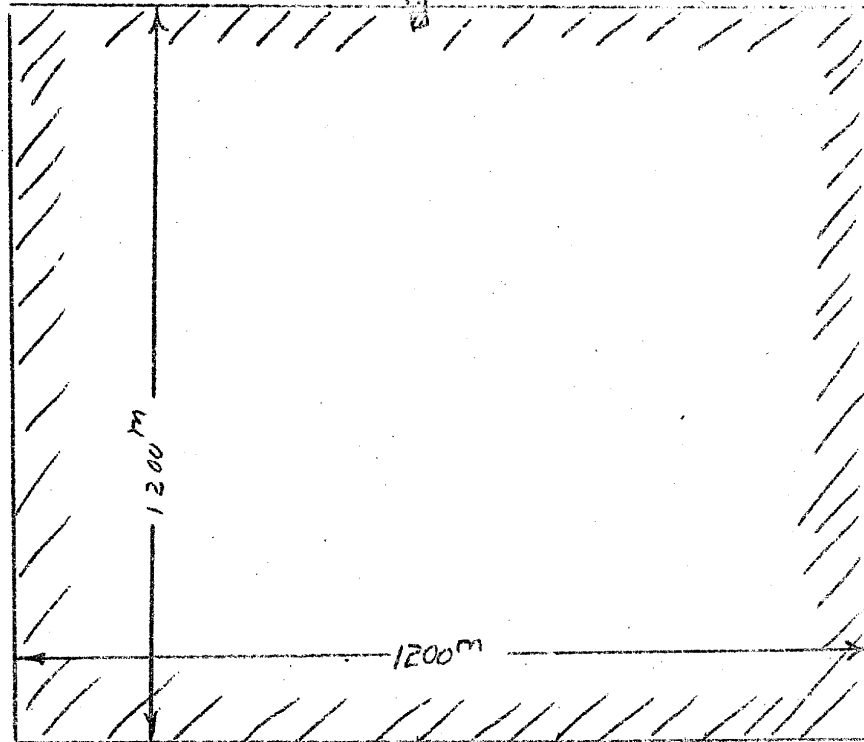


(饒河)

JAO HO AIRFIELD: Details not known.

25X1X7





(同江)

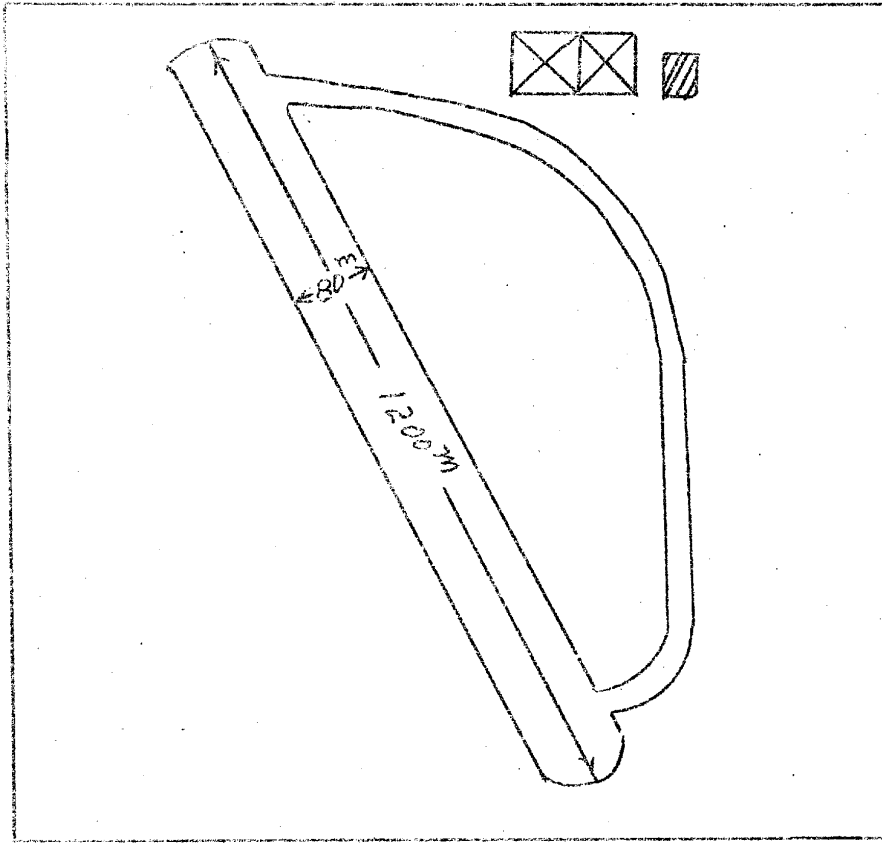
T'UNG CHIANG AIRFIELD: Small planes only.

1. Located 1 kilometer South of city.
2. Grassy field; more or less soft ground.
3. No obstacles in vicinity.
4. In present condition, cannot handle medium or large planes.
5. No special atmospheric phenomena.

25X1X7



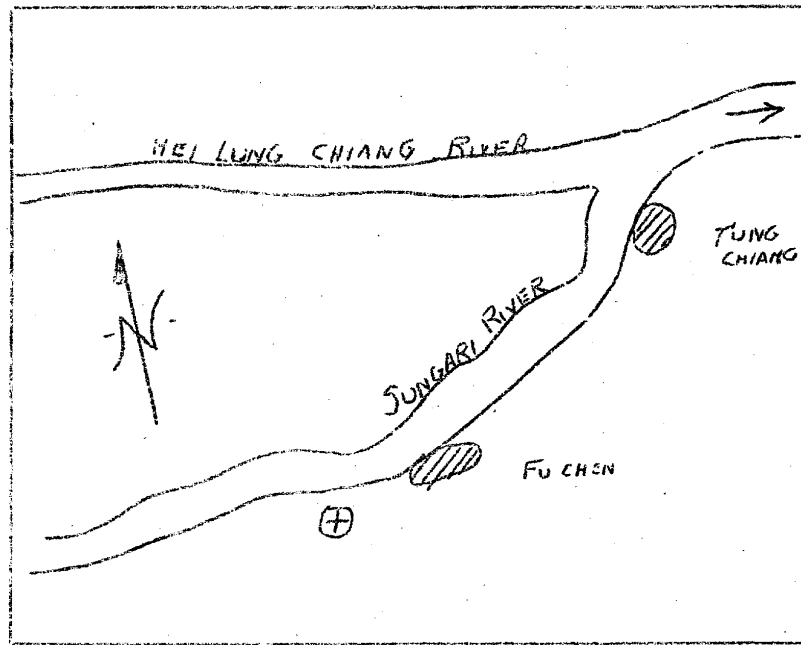
IRECTION OF WIND



(錦)

- CHEN WEST AIRFIELD: Can handle medium type planes.
1. Cleared field; concrete runway.
 2. No obstacles in vicinity for even large planes.
 3. Much room for expansion.
 4. In winter strong wind cuts across runway; hazardous.
 5. West of city 3 kilometers.

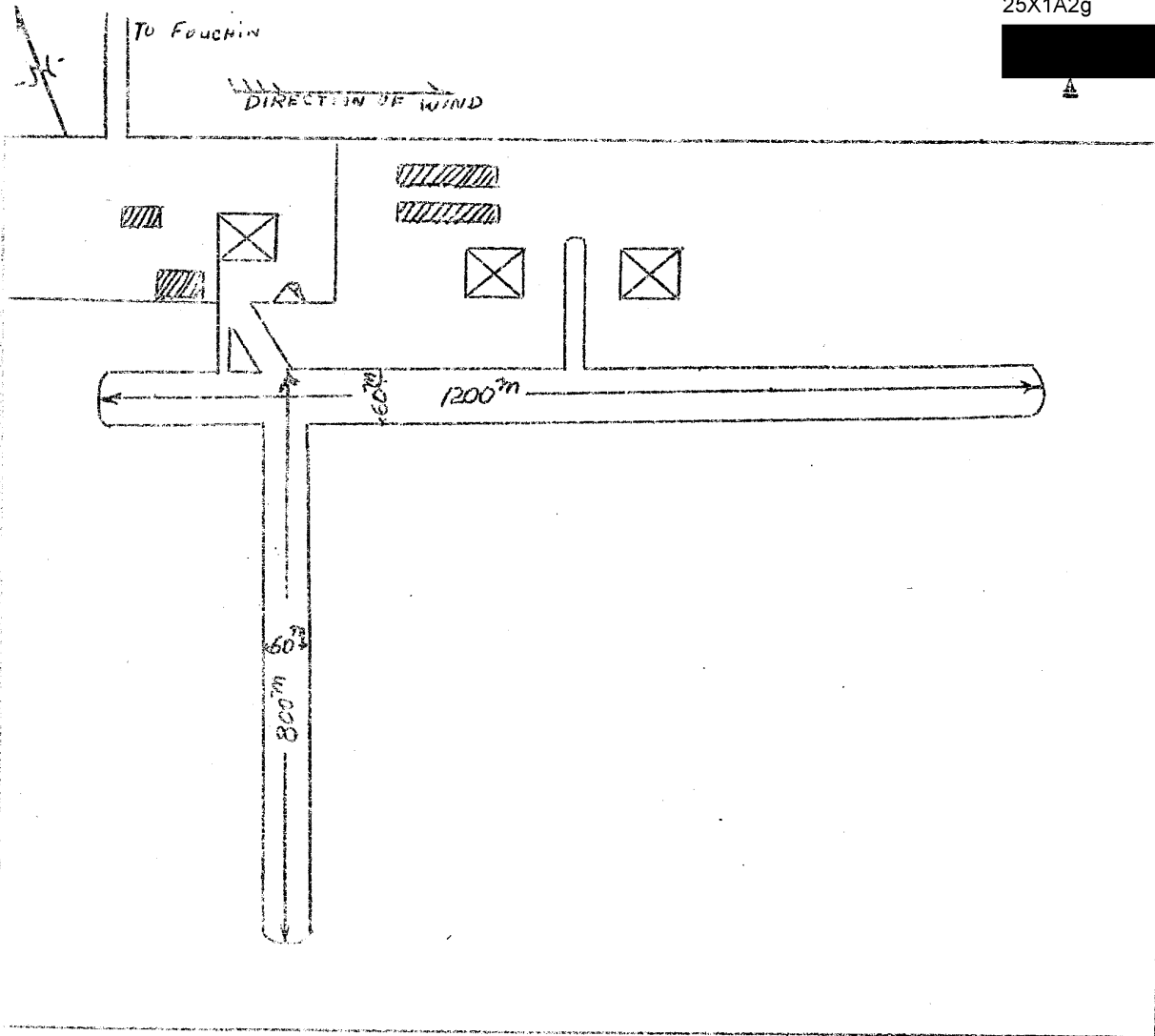
(See Maps #78 & #79)



25X1X7



25X1A2g



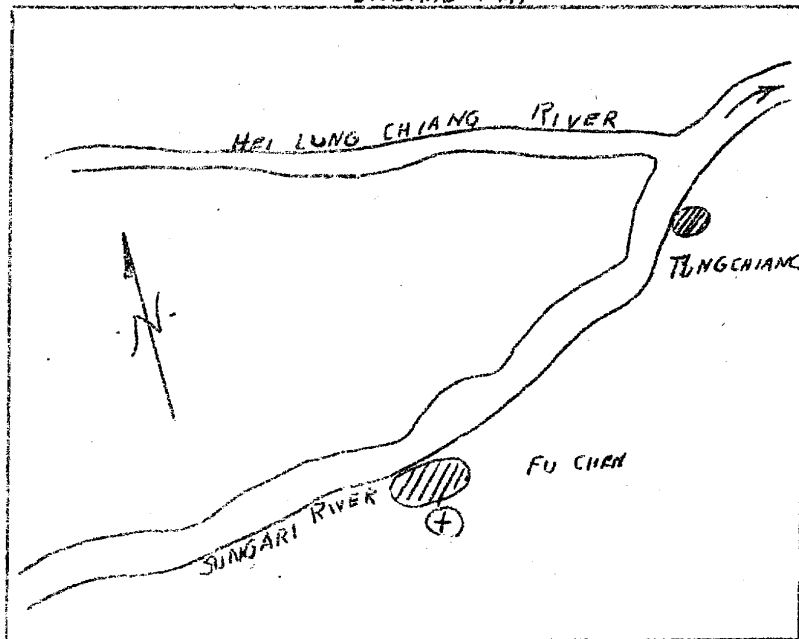
(錦)

FU CHEN CENTER AIRFIELD; Handles medium type planes.

1. Asphalt runway; grassy field soft during rains & thaws.
2. No obstacles in vicinity.
3. Good prospects for future.
4. Some early morning mist in winter.
5. South of city 1 1/2 kilometers.

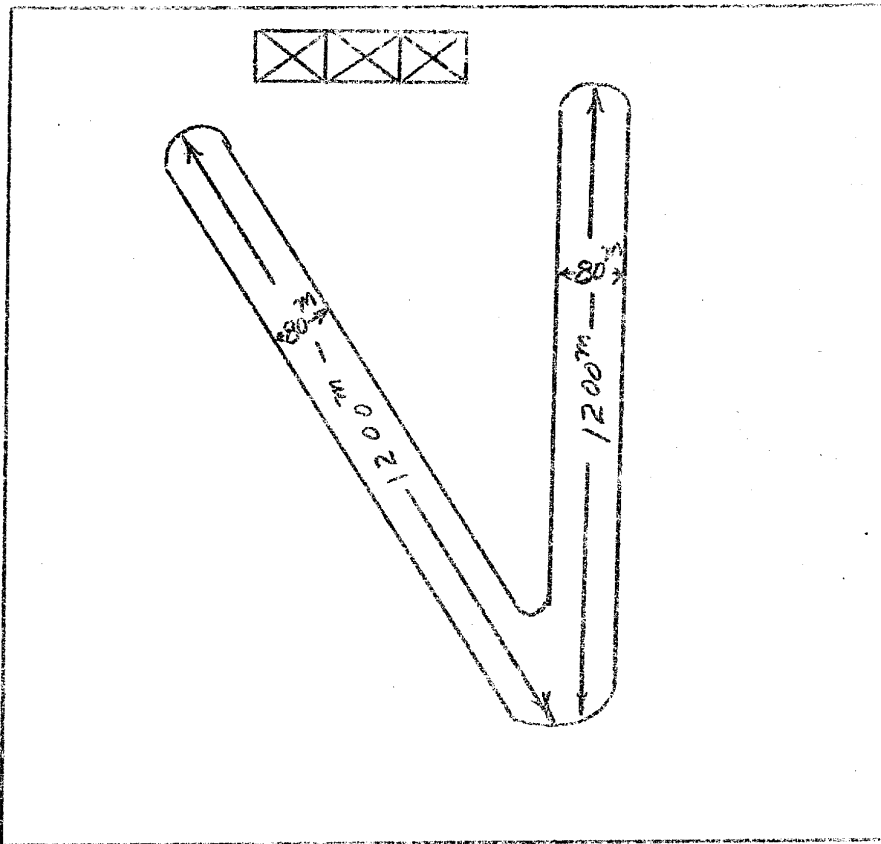
(See Maps #77 & #79)

GENERAL MAP



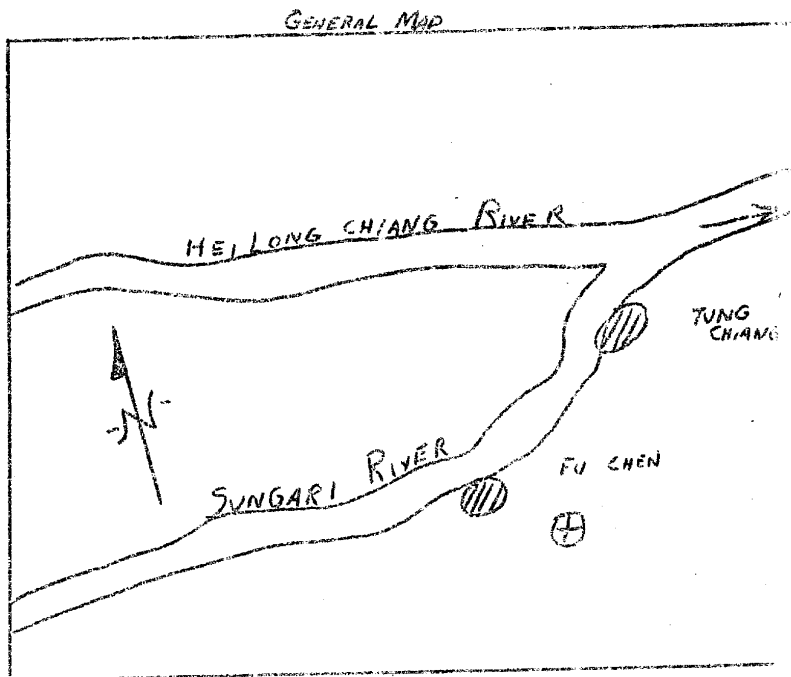
25X1X7

B

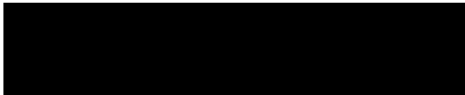


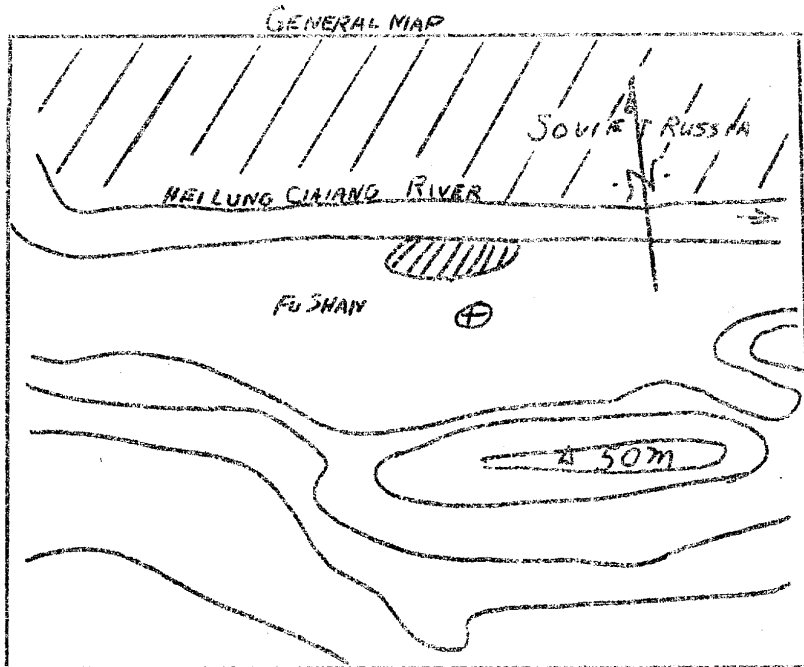
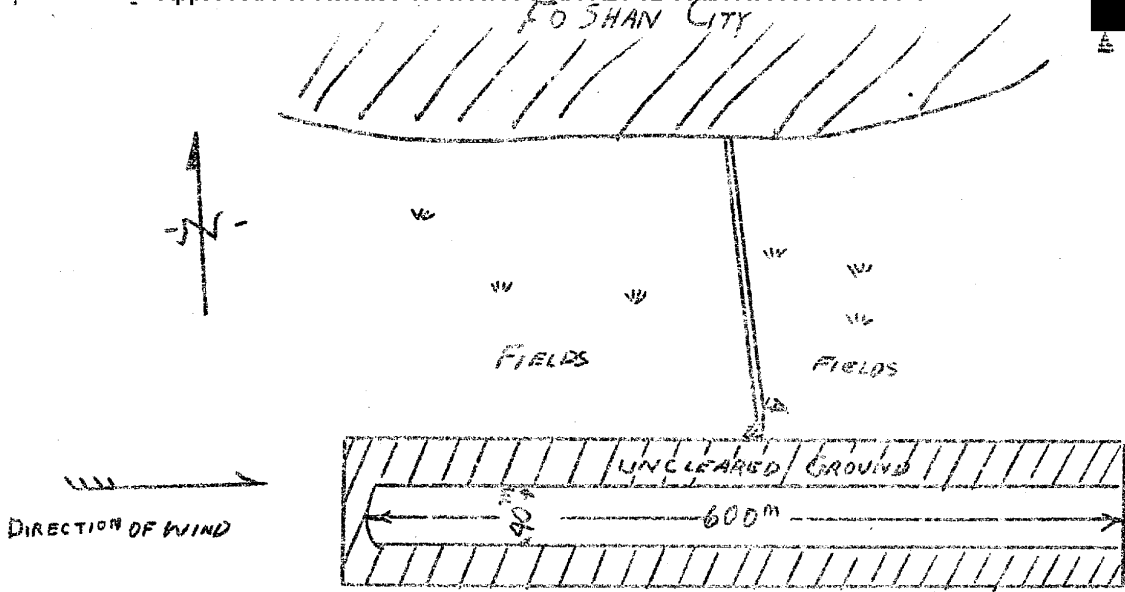
(富錦)
 FU CHIN EAST AIRFIELD: Medium or smaller type planes.
 1. Southeast of city 2½ kms.
 2. Runway paved with concrete.
 3. No obstacles in vicinity.
 4. Has possibilities for future.

(See Maps #77 & #78)



25X1X7



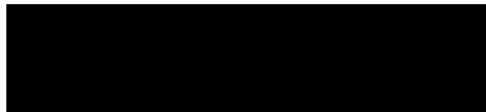


(佛山)

FO SHAN AIRFIELD: Small, light planes only.

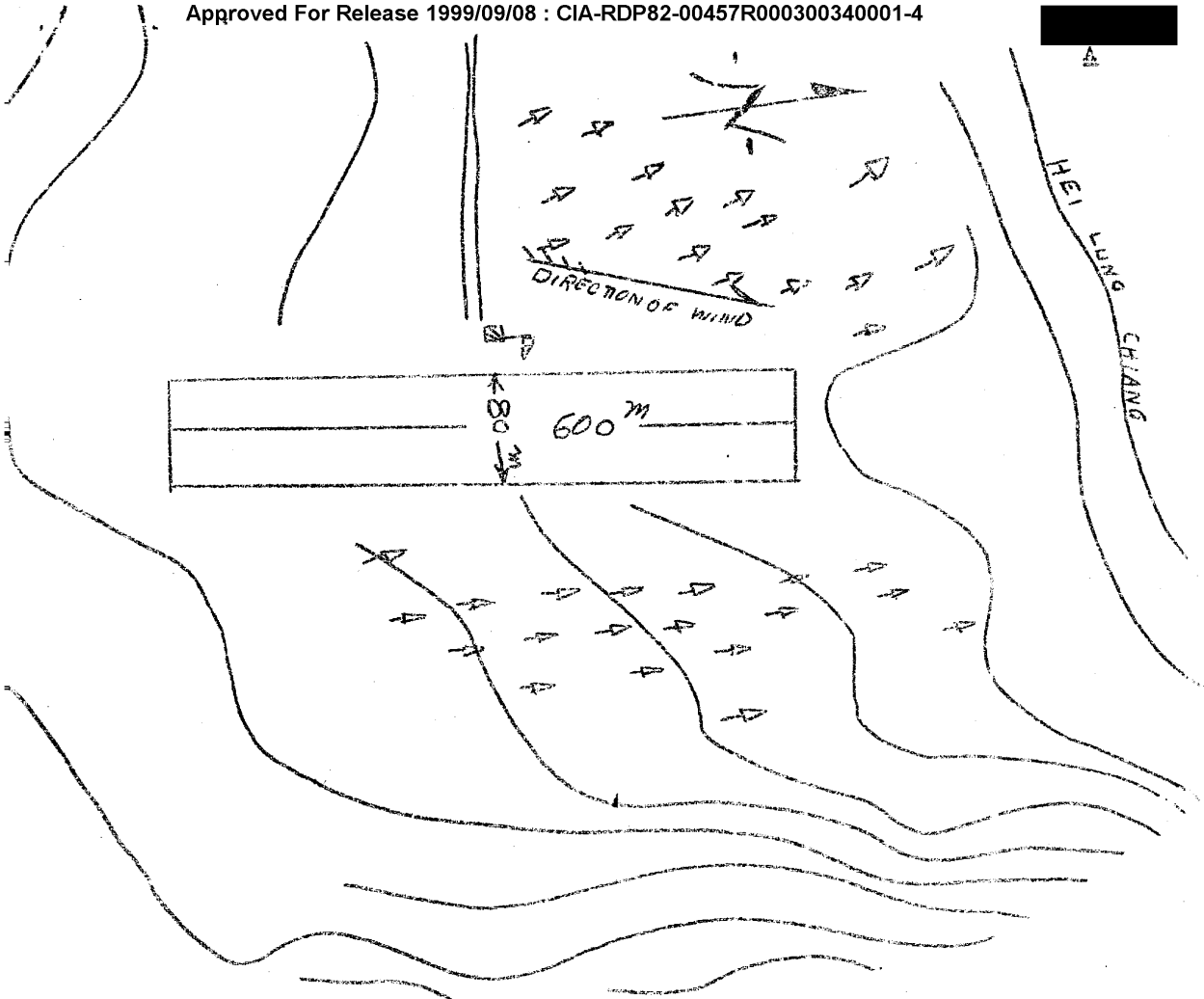
1. Mostly West wind.
2. Unusable during thaws and rainy season.
3. No obstacles in vicinity.
4. Room for expansion.
5. Transportation of materials is a difficult problem.
6. Frequent heavy snow in winter.

25X1X7





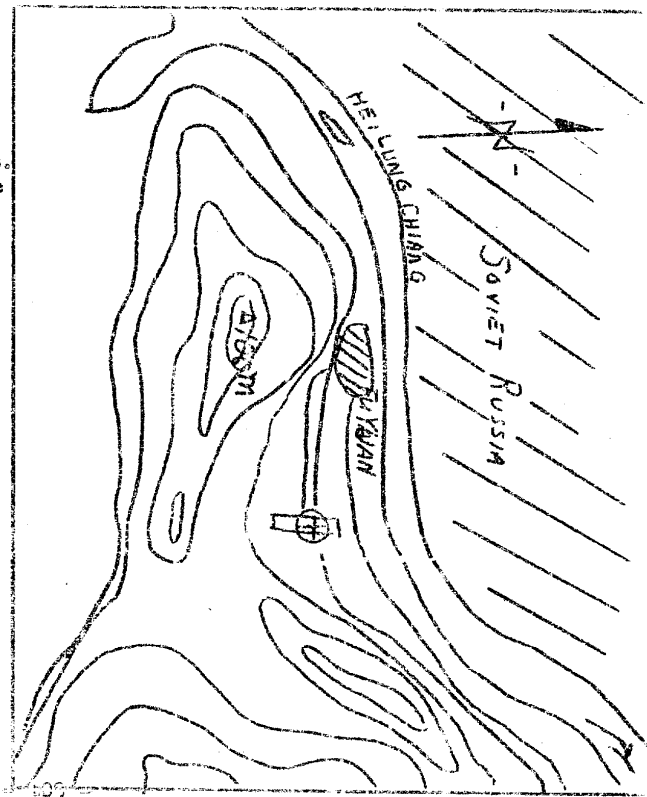
A



撫遠

FU YUAN AIRFIELD: Small planes only.

1. East of city 1 kilometer.
2. Field has inclination: 4/100 degrees.
3. Mountain only 1 km. South limits use to one direction.
4. Many obstacles in vicinity.
5. Of little value except in emergency.



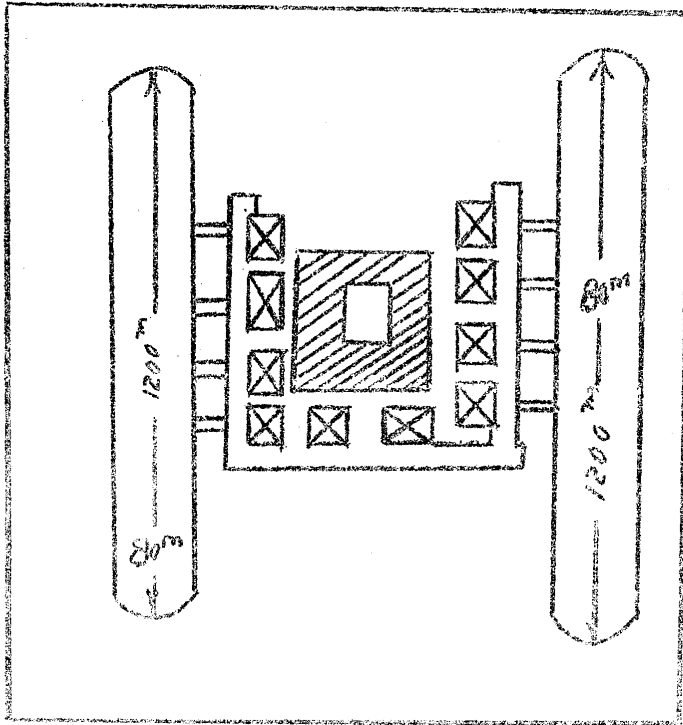
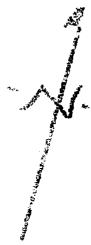
General Idea

MAP #8

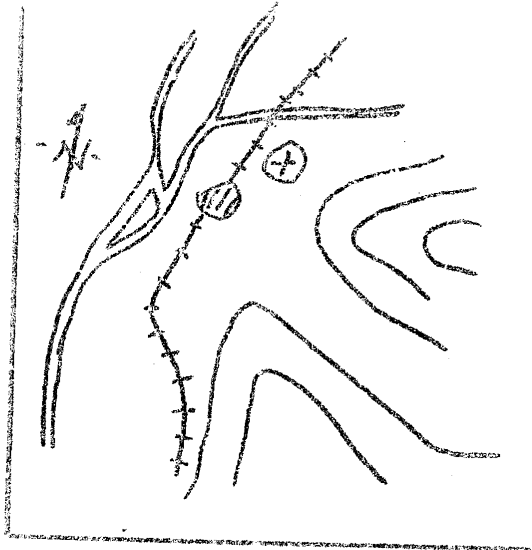
25X1X7



25X1A2g



GENERAL MAP



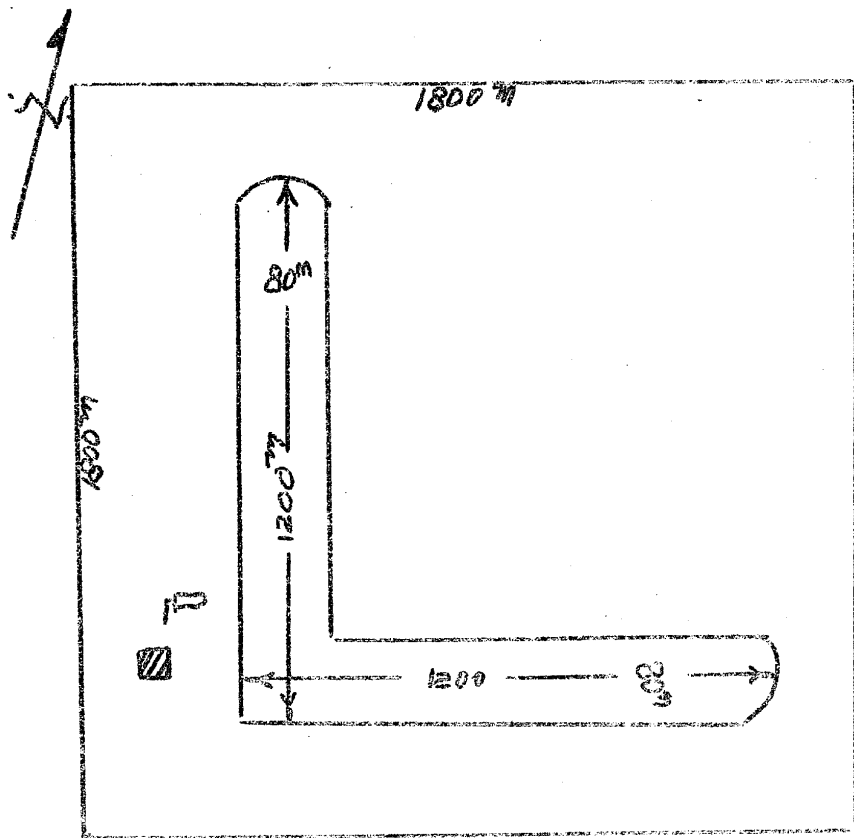
(徽江)

NEW CHIANG NORTH AIRFIELD: Can handle medium planes.

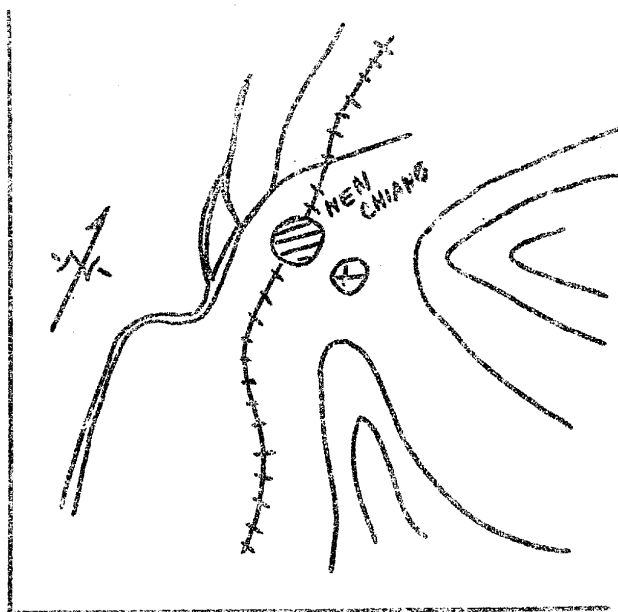
1. Good surface - ground other than runway can be used.
2. No obstructions in the vicinity.
3. Has prospects for the future.
4. There is plenty of fog.

25X1X7





GENERAL MAP



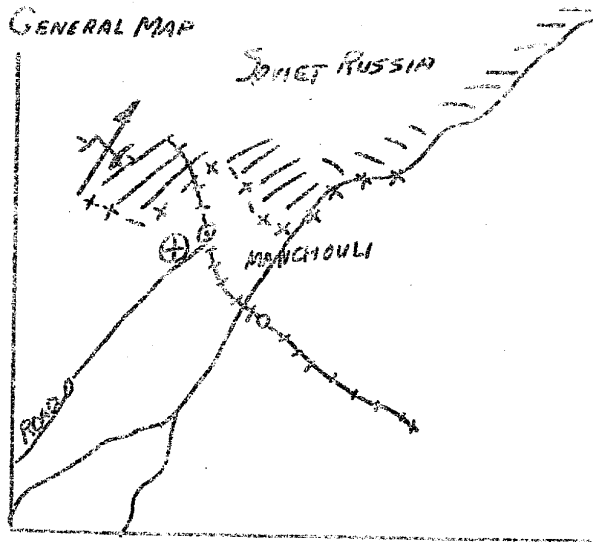
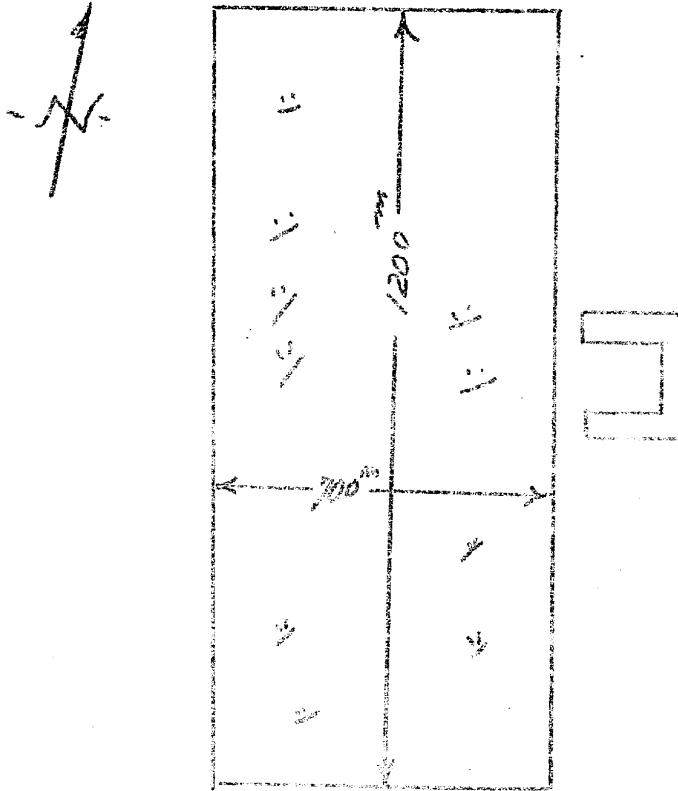
(嫩江)

NEW CHIANG SOUTH AIRFIELD: Able to handle medium type planes.

1. General direction of wind is along the river.
2. Texture of ground is soft - use only the runway.
3. No obstructions in the vicinity.
4. Has future prospects.
5. River fog occurs frequently, sometimes lasting 3 or 4 hours.

25X1X7





(滿州里)

MANCHOULI AIRFIELD: Able to handle medium type planes.

- 1.
2. Since ground is grassy, it cannot be used during thaws.
3. No special atmospheric phenomena.

25X1X7



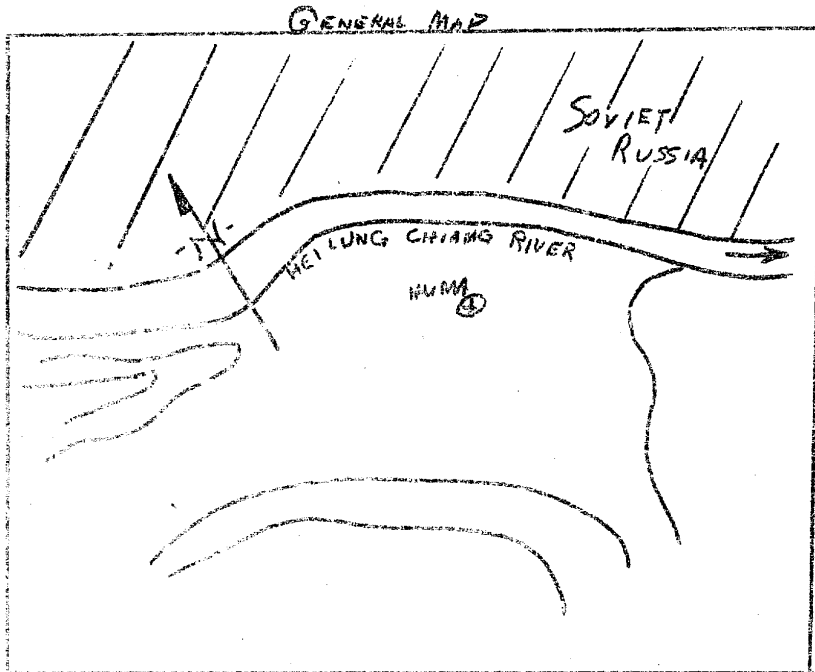
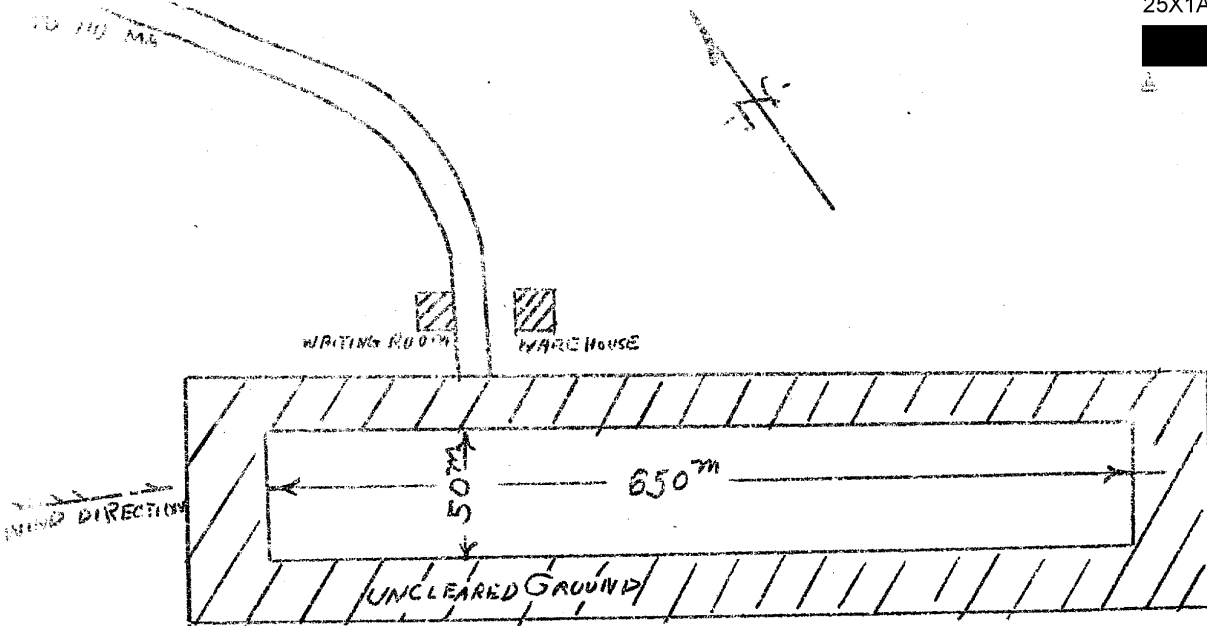
MAP #8.

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25X1A2g



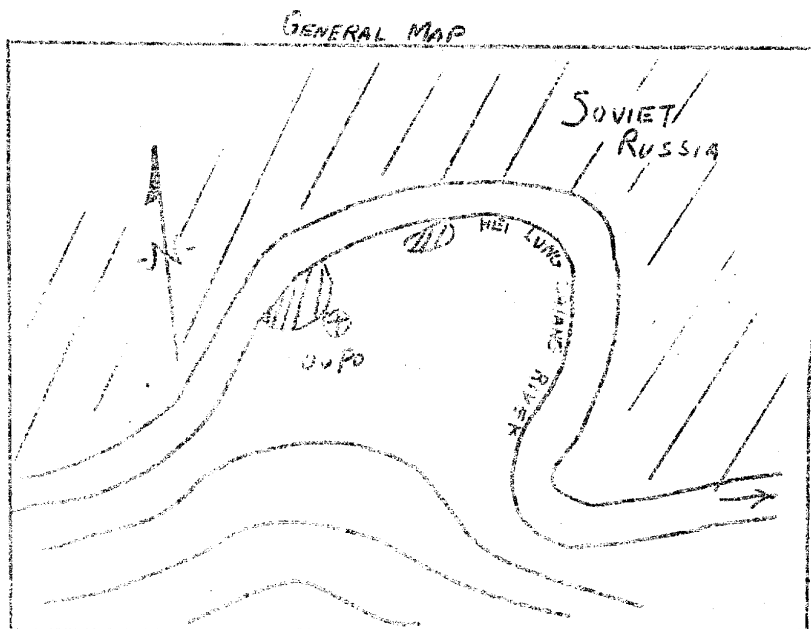
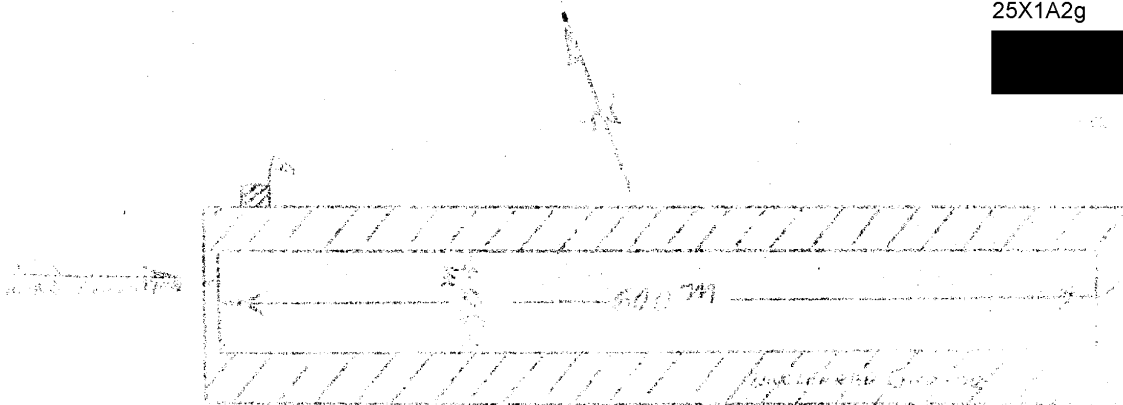
(附註)

HU MA AIRFIELD: Small, light planes only.

1. West wind most of the time.
2. Generally unusable during thaws and rainy seasons.
3. Frequent heavy snows in winter.
4. There is a little room for expansion.

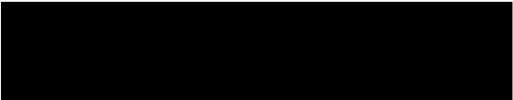
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25X1A2g

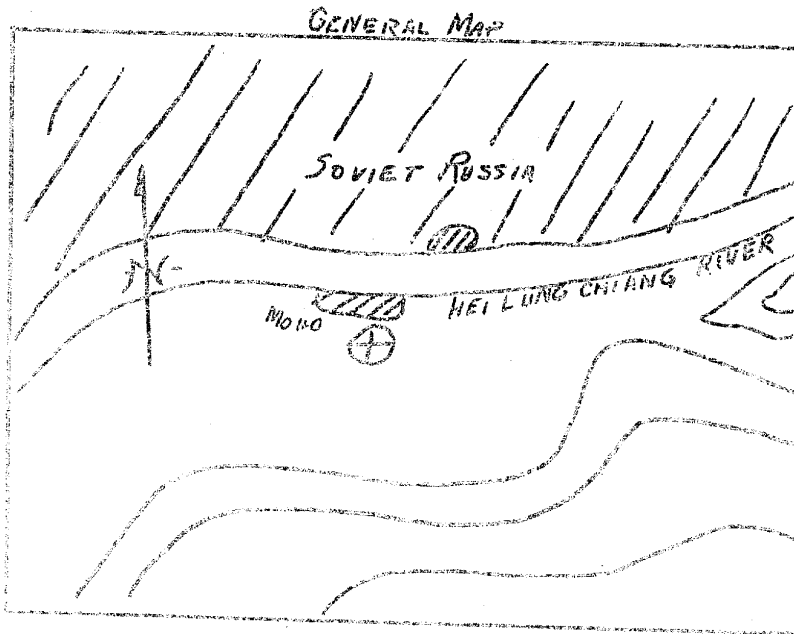
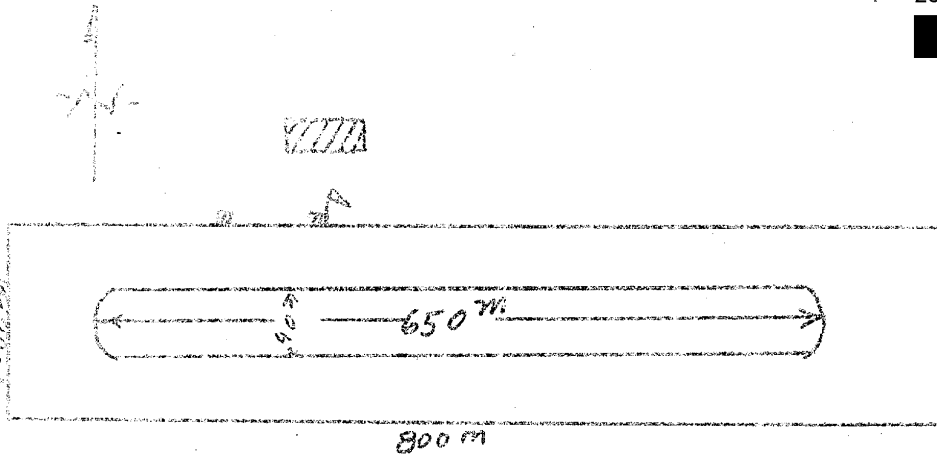


- (25X1A)
- 01 PU AIRFIELD: Can barely handle small, light planes.
1. Mostly West wind.
 2. Unusable during thaw and rainy season.
 3. Frequent heavy snows in winter.
 4. There is some room for expansion, but hardly justified, as surrounding mountains restrict medium planes from use.

25X1X7



25X1A2g



(莫河)

MO HO AIRFIELD: Handles only small type planes.

1. West wind most of the time.
2. Although the runway is not paved, it has a hard surface which can be used even during thawing time.
3. There is some obstruction in the vicinity.
4. Room for expansion, but transportation of materials is difficult.
5. Snow must be shoveled off in winter.

25X1X7

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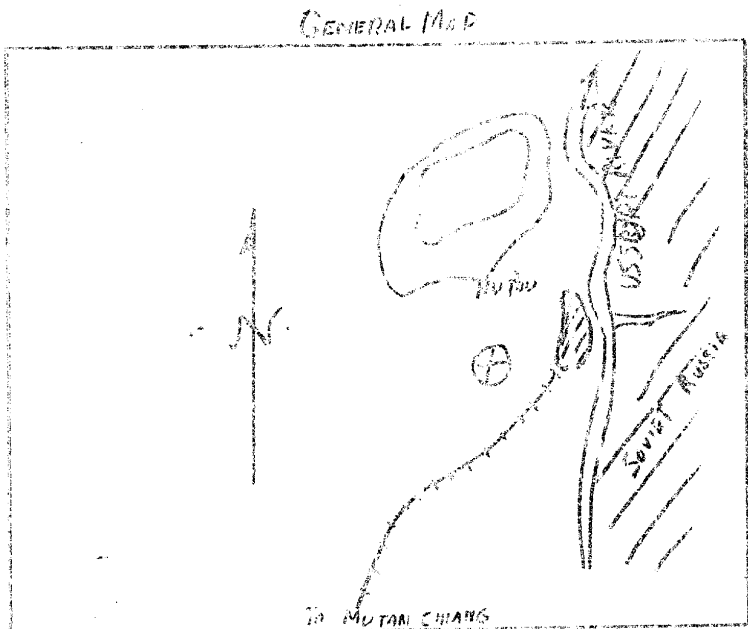
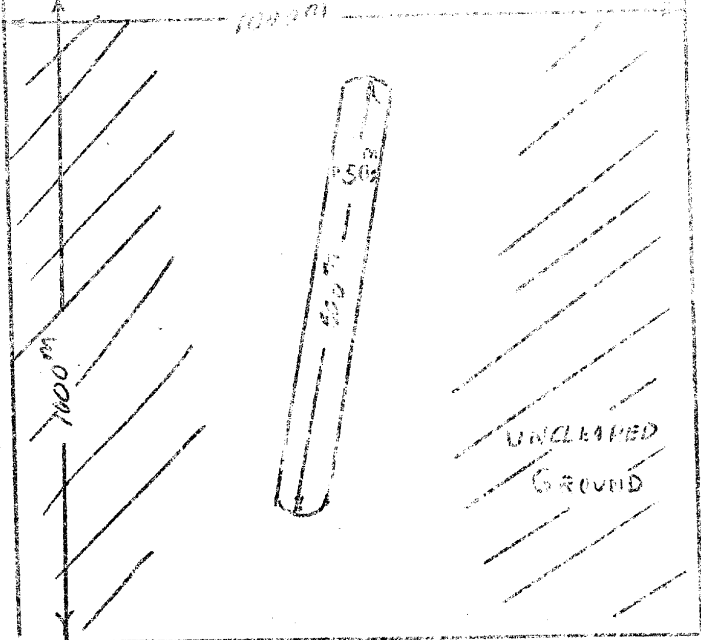
8/4/65

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8/4/65

page 112 map 890



(虎頭)

HU T'OU AIRFIELD: Can barely handle small type planes.

- 1. Mostly Northwest and Southwest winds.
- 2. There is often a cross wind, making use of field hazardous.
- 3. Little room for expansion.
- 4. Frequent heavy snows.

25X1X7



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page 117 map 95

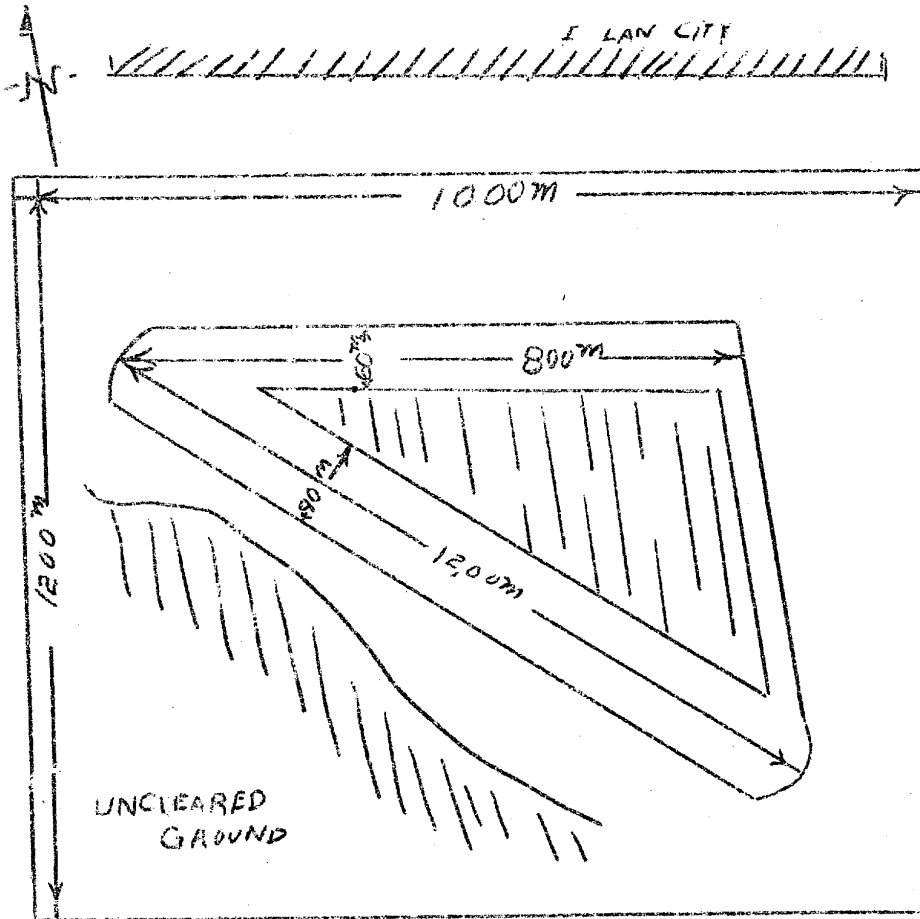
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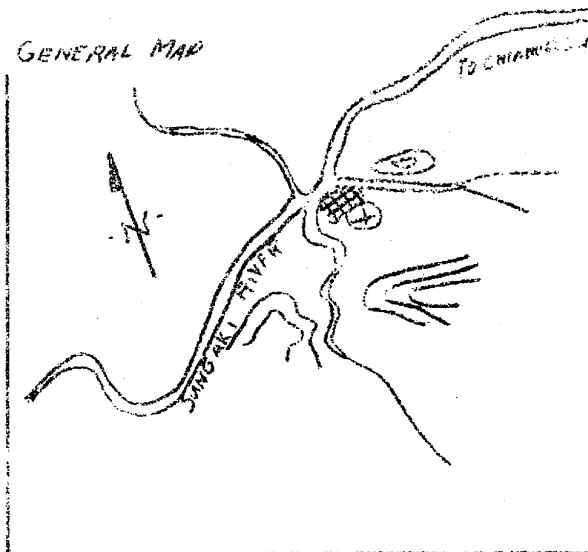
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25X1A2g

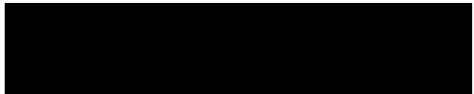


- I LAN AIRFIELD: Can handle medium planes.
1. Mostly East-West wind.
 2. Ground other than runway is soft and has deep growth of Rusak (c. 7') grass.
 3. Hill to the East of the field.
 4. Plenty of river fog.

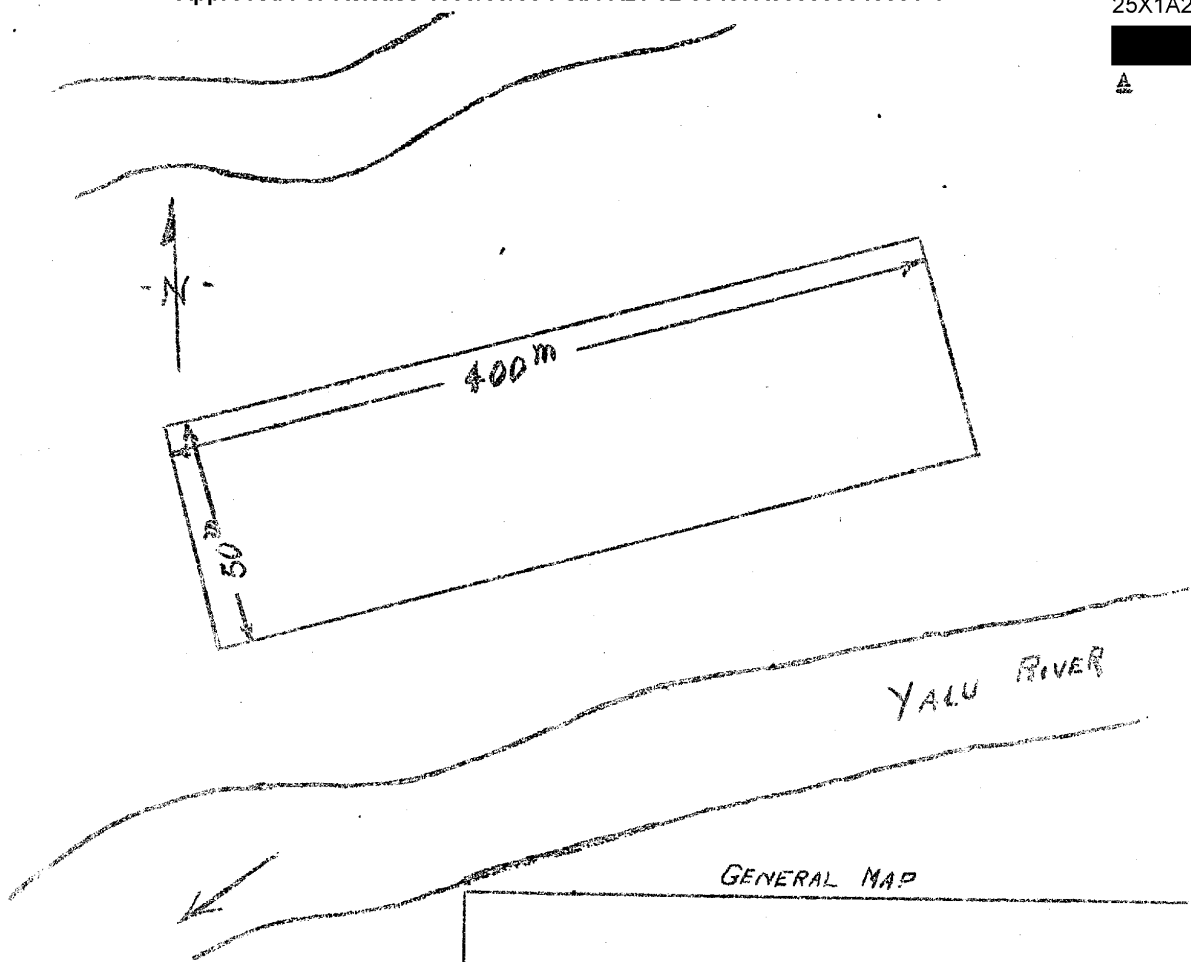
GENERAL MAP



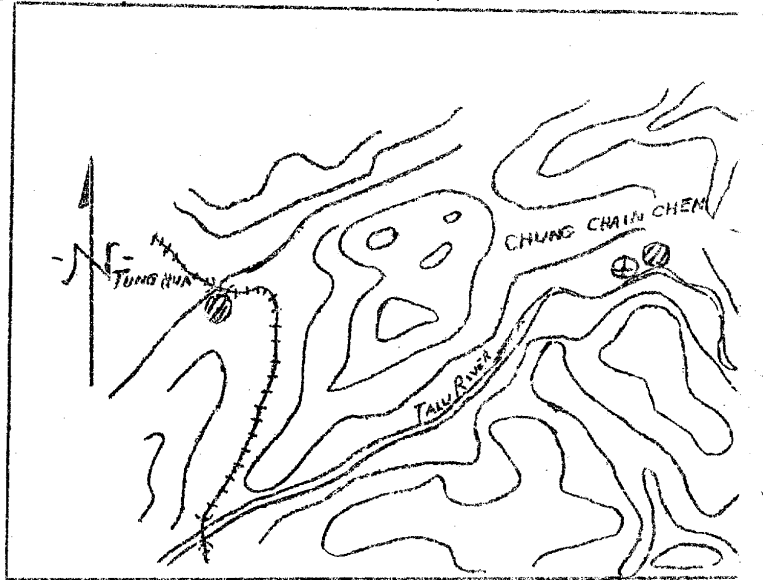
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GENERAL MAP

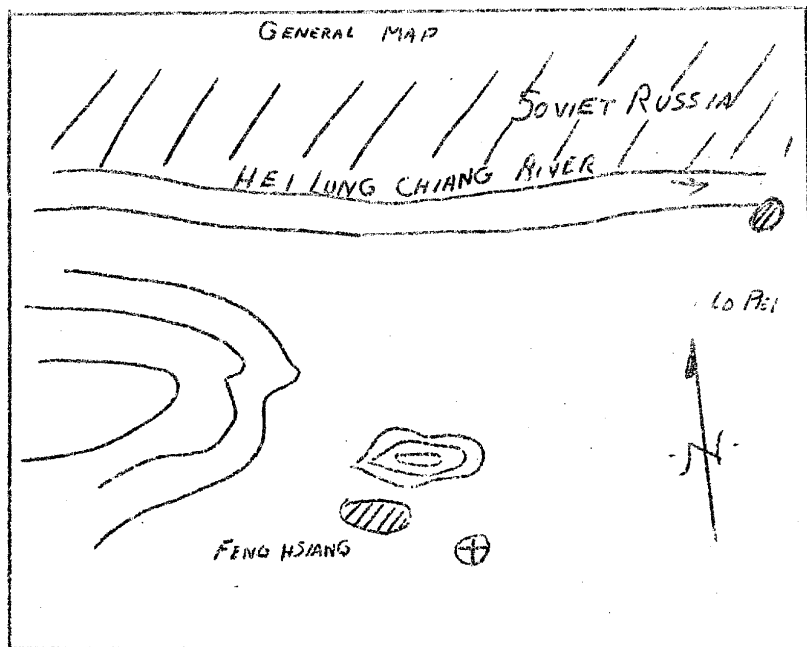
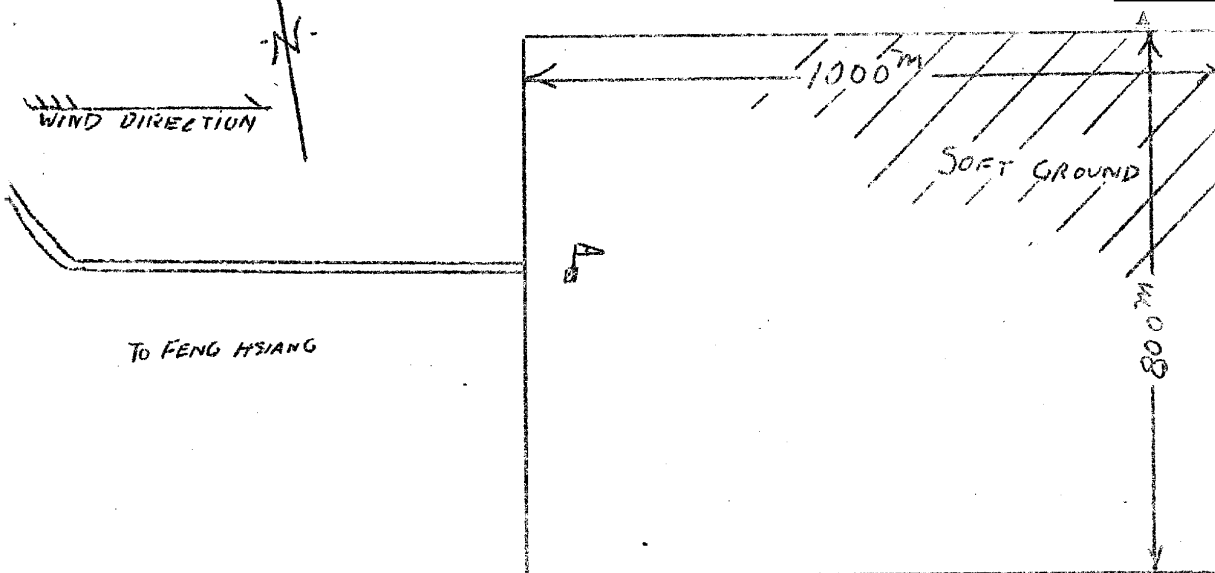


中江鎮:

CHUNGCHIANGCHEN AIRFIELD: For small, light planes only.

- 1. Situated west of Chung Chiang Chen.
- 2. Texture of ground: sandy.
- 3. Mountains nearby are obstructions.
- 4. No room for expansion.
- 5. Has no prospect for future.
- 6. No special atmospheric phenomena.

25X1X7

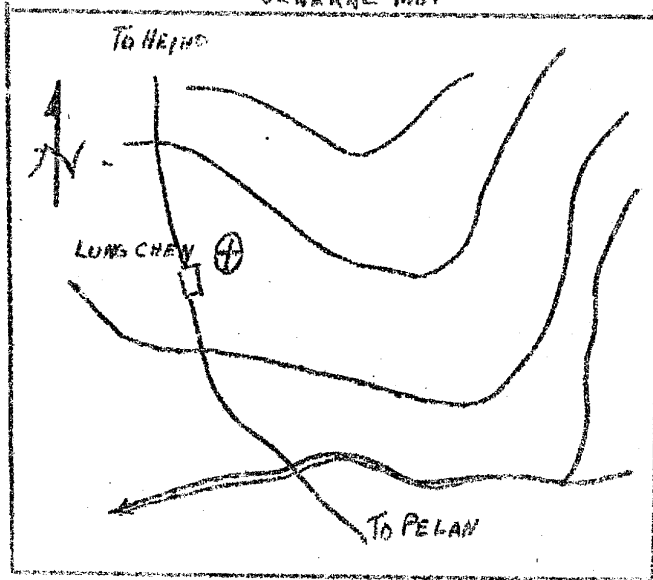
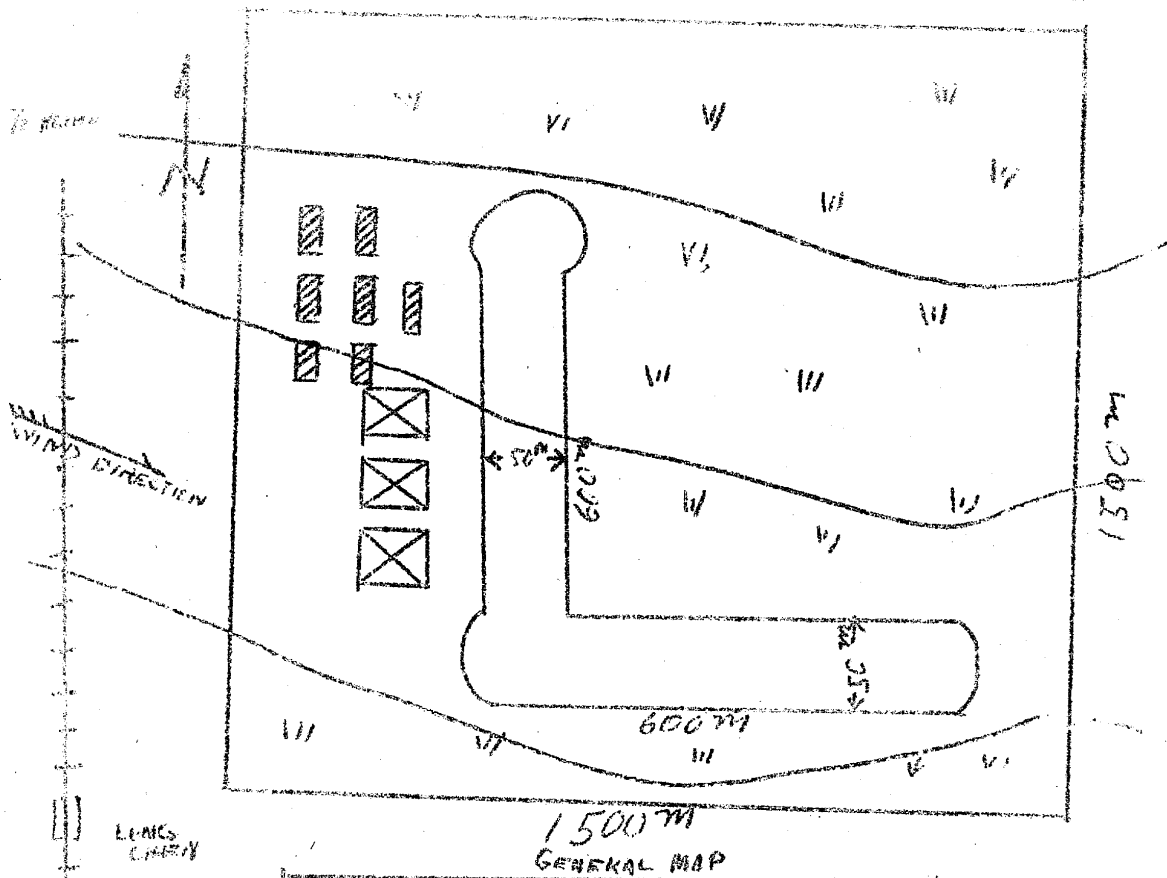


(圖 附)

FENG HSIANG AIRFIELD: Small type planes only.

1. Located 2 kilometers Southeast of city.
2. Grassy field; surface rather soft.
3. No obstacles in vicinity.
4. To handle medium or larger planes, paving would be required.
5. No special atmospheric phenomena.

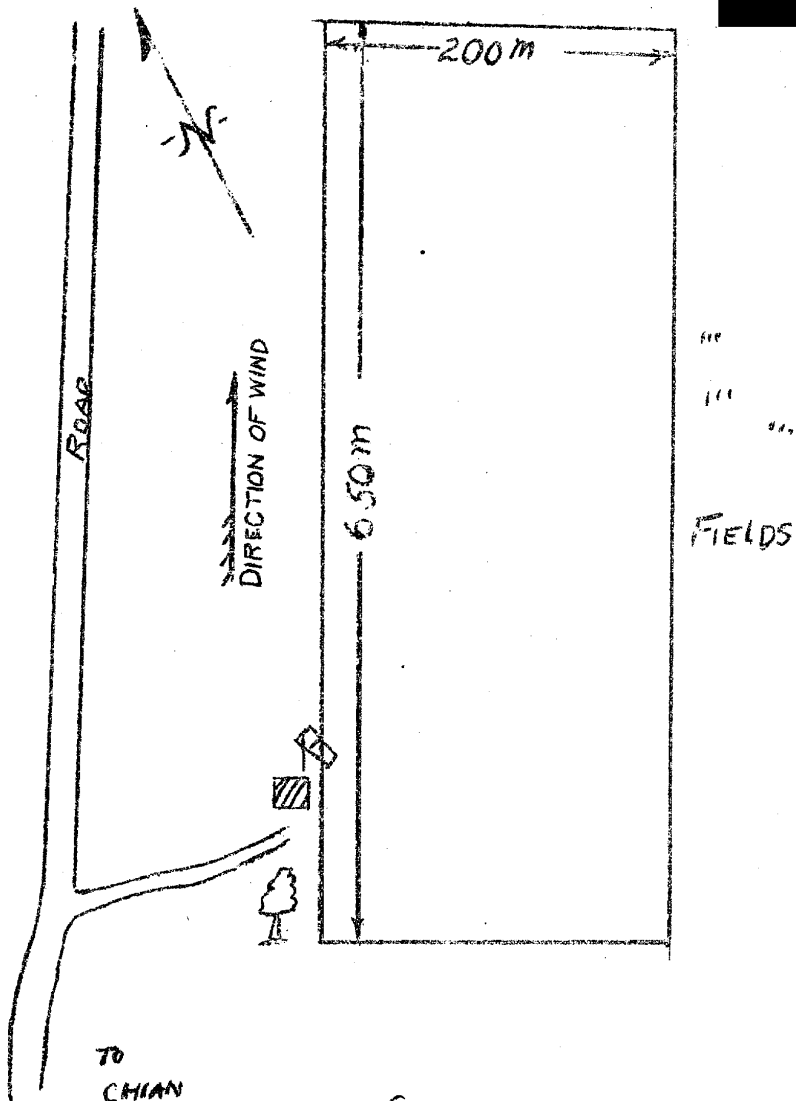
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(龍鎮)

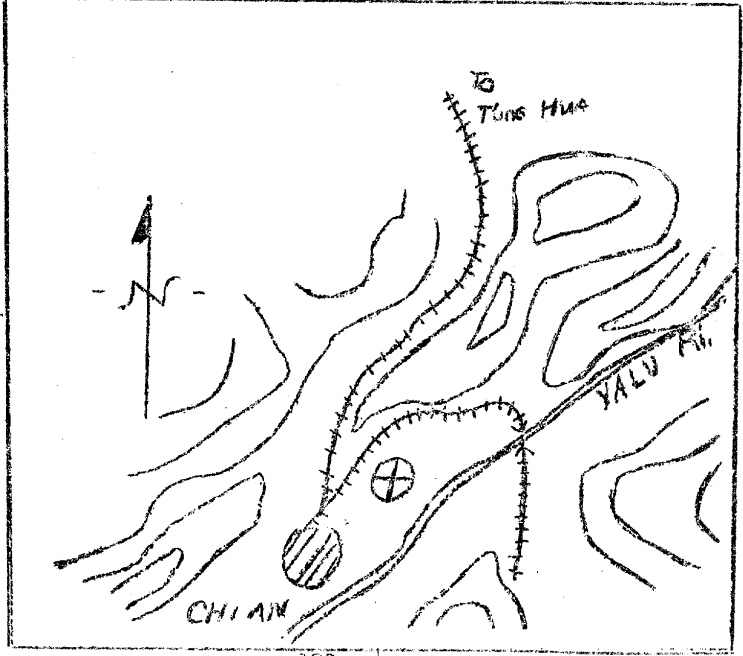
- LUNG CHEN AIRFIELD: Handles small type planes only.
1. Direction of the wind is generally West-Northwest.
 2. No obstructions in the vicinity.
 3. Room for expansion.
 4. Field has an inclination of about 2/100 degrees towards the South.

25X1X7

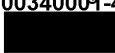


- (註)
- CHIAN AIRFIELD: Handles small type planes.
1. Located three kilometers NE of Chian.
 2. Foundation is more or less soft.
 3. Mountains to the north & east obstructions to landing & taking off.
 4. Little room for expansion.
 5. Even with expansion possible, handling medium or larger planes would be difficult.
 6. No special atmospheric phenomena.

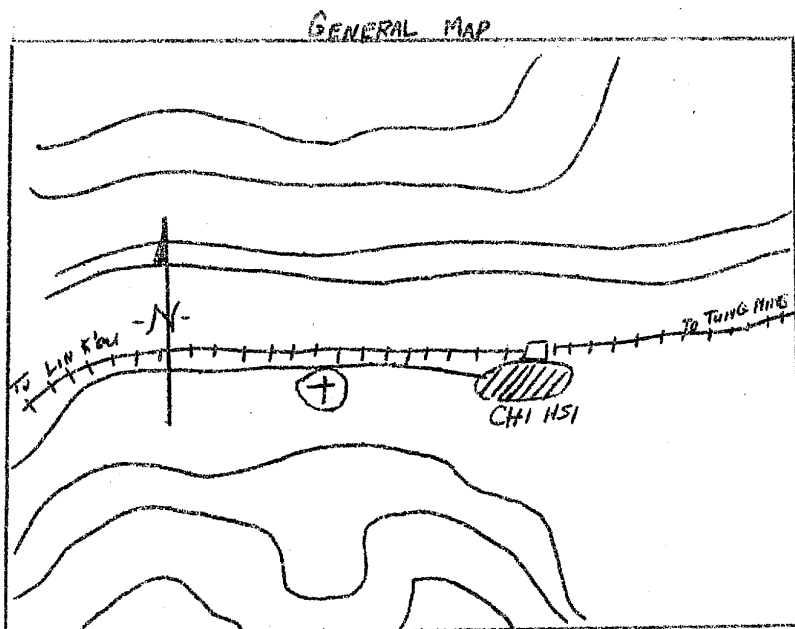
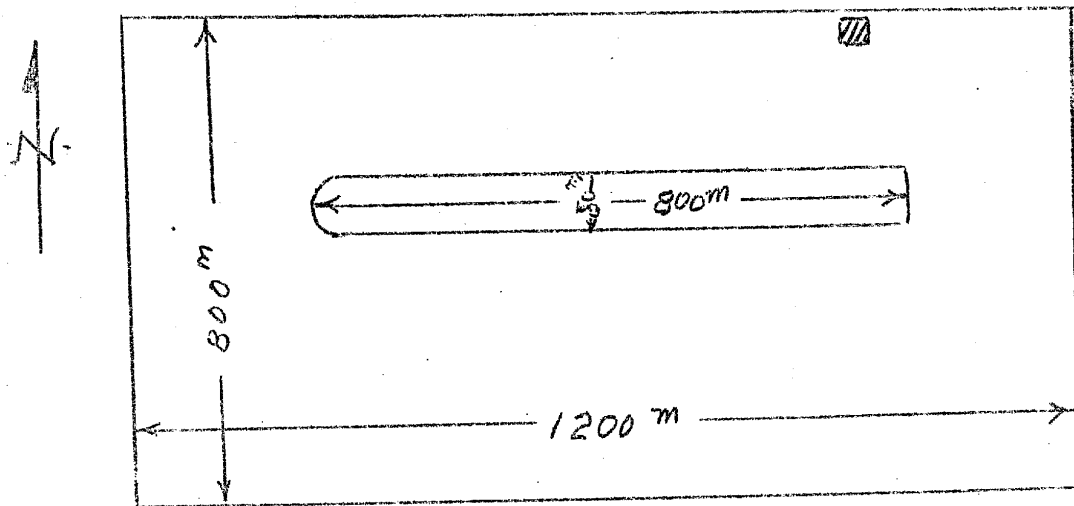
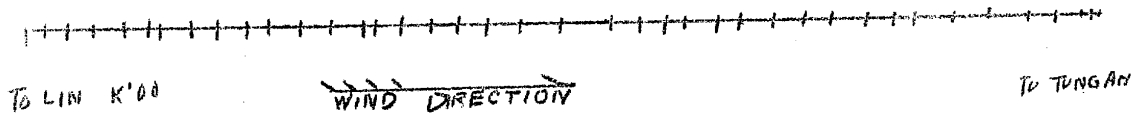
GENERAL MAP



25X1A29



△



(總四)

CHI HSI AIRFIELD: Small type planes only.

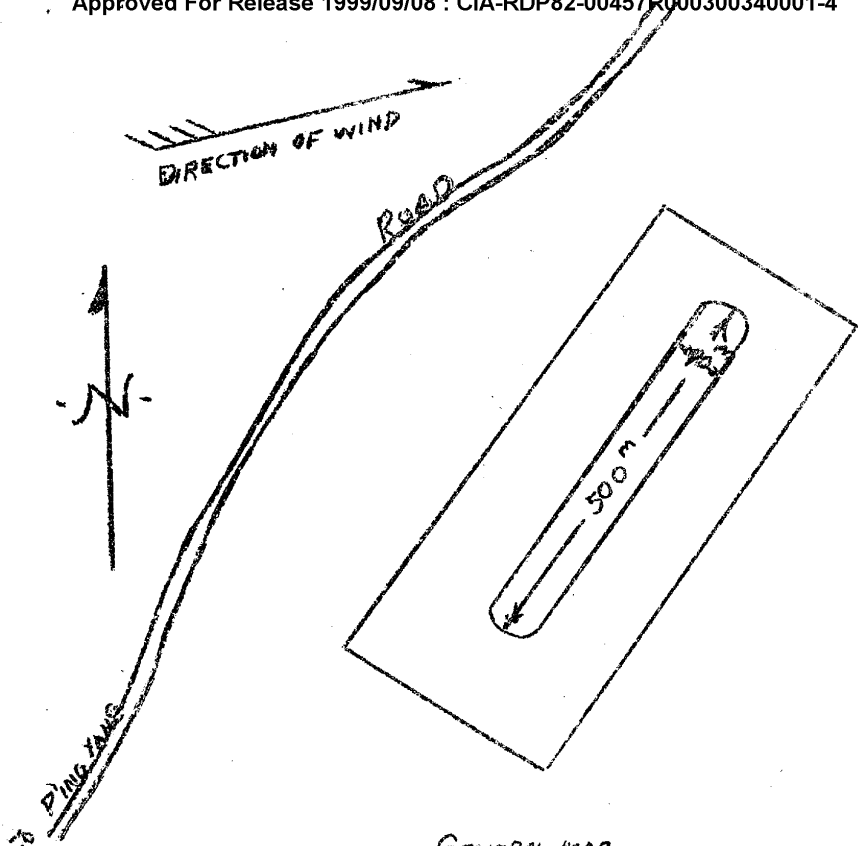
1. Located about 2 kilometers West of Chi Hsi.
2. Runway paved with asphalt; the grassy field slopes, giving good drainage.
3. Mountains to the North & South limits runways to one direction.
4. No. special atmospheric phenomena.

25X1X7

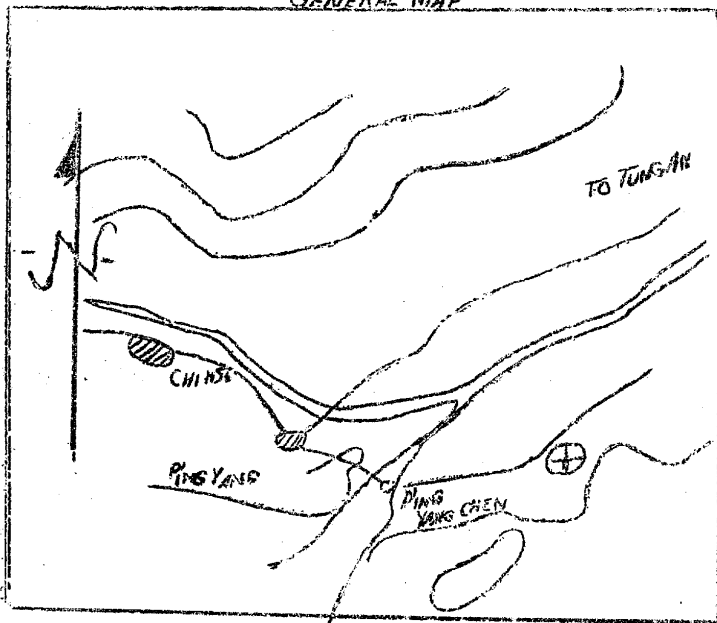




E



GENERAL MAP

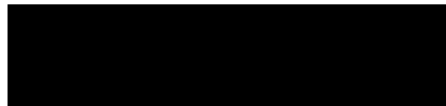


(平陽)

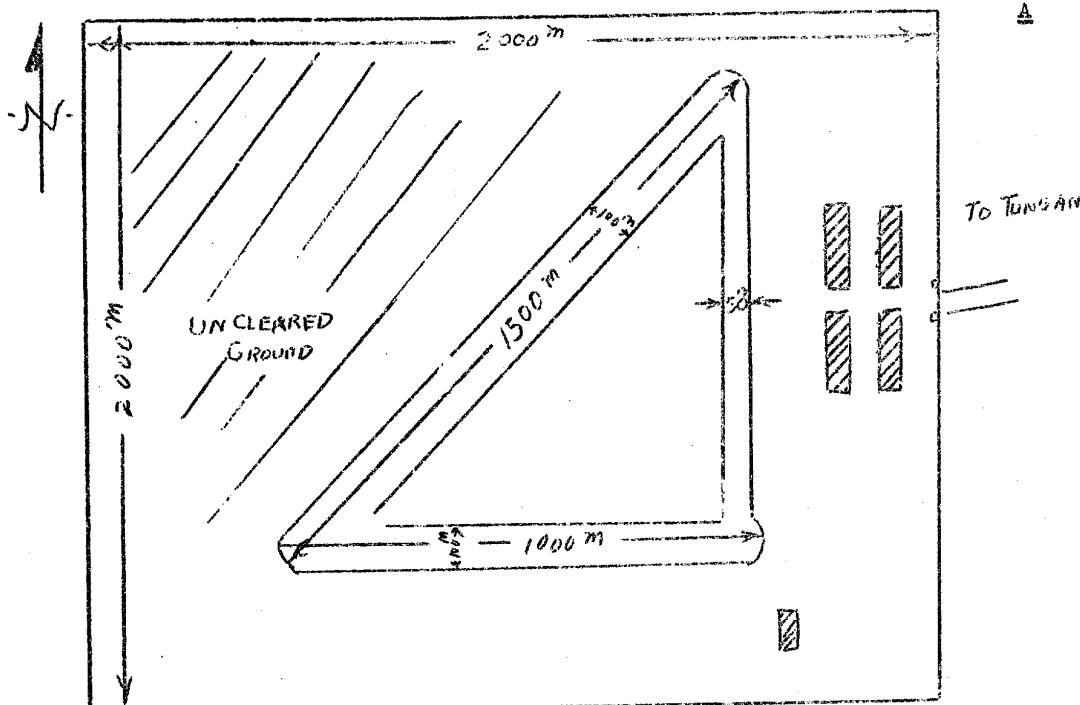
P'ING YANG AIRFIELD: Especially for small type planes.

1. Located 12 kilometers East of P'ing Yang.
2. Runway paved with concrete.
3. Mountains to the South are obstructions.
4. Room for expansion.

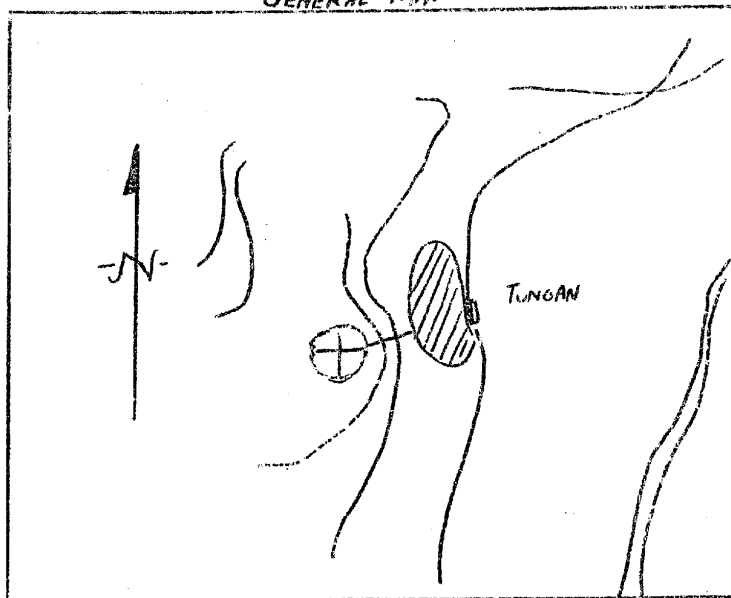
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A



GENERAL MAP



(東京)

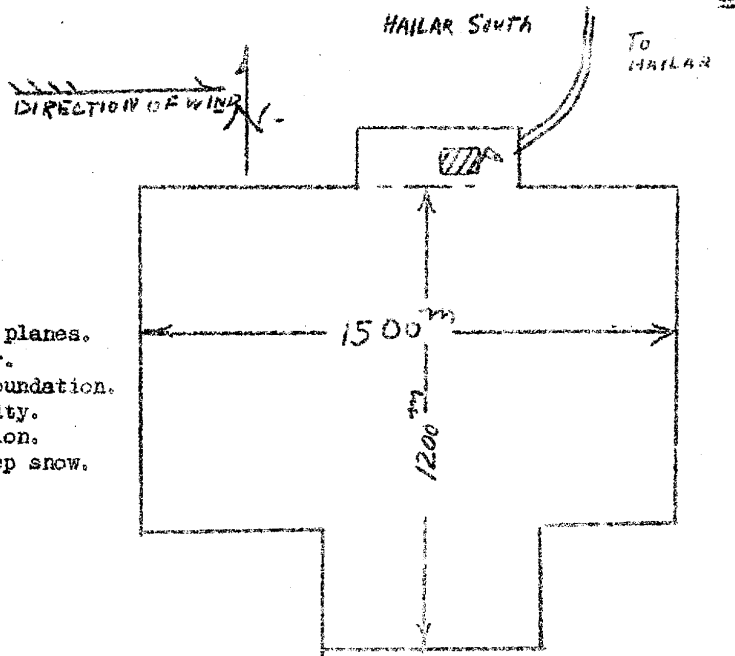
TUNG AN AIRFIELD: Handles medium type planes.

1. Situated 1 1/2 kilometers West of city.
2. Runway paved with concrete; drainage is good; there is a slight inclination from East to West.
3. No obstacles surrounding field.
4. Little possibility for expansion.

25X1X7



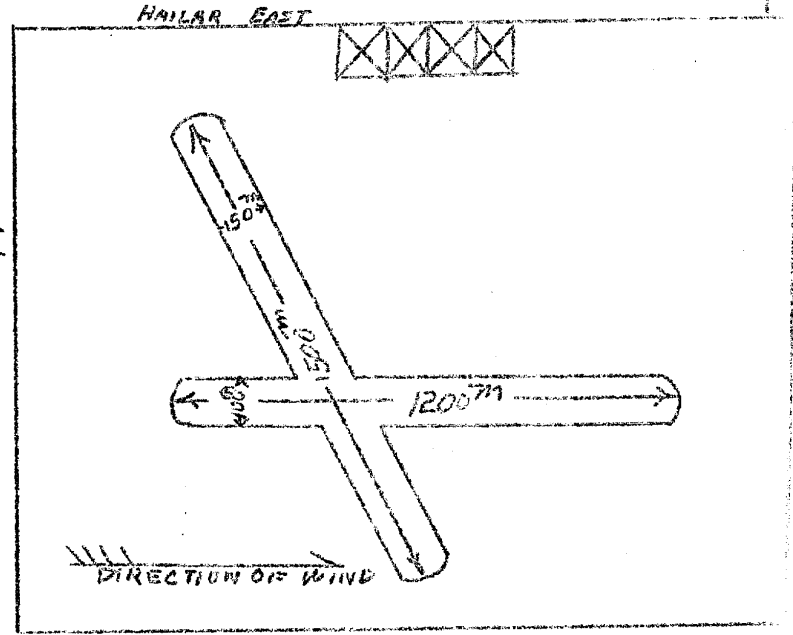
25X1A2g



HAILAR SOUTH AIRFIELD: Medium planes.

1. South of city 1/2 kilometer.
2. Grassy field, but good foundation.
3. No obstructions in vicinity.
4. A little room for expansion.
5. Often unusable due to deep snow.

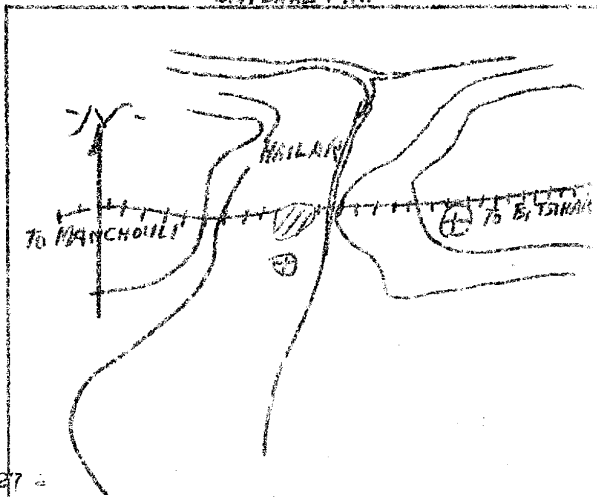
(海拉尔)



HAILAR EAST AIRFIELD: Medium type planes.

1. East of city 20 kms.
2. Concrete runway.
3. No obstructions in vicinity.
4. Room for expansion.
5. Often unusable due to deep snow.

GENERAL MAP



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