

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

Microfilm Publication M1444

CORRESPONDENCE OF THE MILITARY
INTELLIGENCE DIVISION RELATING
TO GENERAL, POLITICAL, ECONOMIC,
AND MILITARY CONDITIONS IN CHINA
1918-1941

Roll 19

MID 2078-88 to 2078-166

**THE NATIONAL ARCHIVES
NATIONAL ARCHIVES AND RECORDS ADMINISTRATION**

WASHINGTON: 1986

INTRODUCTION

On the 19 rolls of this microfilm publication are reproduced record cards and correspondence of the Military Intelligence Division (MID) that relate to conditions in China from 1918 to 1941. The documents reproduced are largely reports from the U.S. military attache assigned to China and his assistants. The MID correspondence from which the six files reproduced on the microfilm publication were extracted is a part of Records of the War Department General and Special Staffs, Record Group (RG) 165.

BACKGROUND

The Military Intelligence Division originated in 1885, when Adj. Gen. Richard C. Drum directed Maj. William J. Volkmar of the Military Reservation Division to organize a Division of Military Information. Drum's action was in response to an increasing need for the systematic collection and dissemination of information relating to foreign and U.S. military services. The Military Information Division, as it became known, functioned as an adjunct of the Military Reservation Division until 1889. The congressional appropriation act of September 22, 1888 (25 Stat. 481), provided for "the pay of a clerk attendant on the collection and classification of military information from abroad." It also specified that officers detailed to obtain military information would be entitled to allowances for mileage and transportation, and to commutation of quarters. As a result of this act, the first U.S. military attaches were detailed during 1889 to U.S. diplomatic posts at London, Paris, Berlin, Vienna, and St. Petersburg. In addition, the act laid the necessary financial groundwork for the Adjutant General's confidential order of April 12, 1889, which established the Military Information Division as "a separate division under the personal supervision of the Adjutant General."

An act of February 14, 1903 (32 Stat. 830), reorganized the War Department hierarchy, creating a War Department General Staff headed by a Chief of Staff. Six months later, Secretary of War Elihu Root's order of August 8 directed the transfer of the Military Information Division and its records to the Office of the Chief of Staff, effective August 15, 1903. Under the new organization, what had been the Military Information Division became the Second Division (of three divisions) of the General Staff. War Department General Order 128, dated August 12, 1908, provided for the reorganization of the General Staff into sections and thereunder into such committees as necessary for the transaction of business. As a result of this order, the Second

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

Division (military information) was merged with the Third Division (military planning and education) to form the Second Section. A reorganization of September 26, 1910, abolished the Second Section and transferred its responsibilities, including military information, to the new War College Division.

The entry of the United States into World War I on April 6, 1917, greatly increased the work of the War College Division. To deal with the growing intelligence workload, the Chief of Staff, in a memorandum dated April 28, 1917, directed that a separate military intelligence section be established within the War College Division. Most records relating to foreign intelligence created or accumulated by the Military Intelligence Section were filed in the central correspondence of the War College Division. A reorganization of the General Staff, under authority of War Department General Order 14, dated February 9, 1918, abolished the War College Division. All intelligence functions passed to the Military Intelligence Branch of the newly created Executive Division. This branch began keeping its own records, separate from those of other branches or divisions of the General Staff. Subsequently, some files were withdrawn from the War College Division records (now inherited by the War Plans Division) and incorporated into the separate series of Military Intelligence Branch records. A second major wartime reorganization of the War Department General Staff occurred under authority of General Order 80, dated August 26, 1918, which established a separate Military Intelligence Division (MID). The order also provided that the MID was to be headed by an officer designated as director of military intelligence who would function as an assistant to the Chief of Staff. The MID continued keeping the separate series of records maintained by the former Military Intelligence Branch.

As a result of War Department General Order 41, dated August 16, 1921, the MID was given the additional designation of G-2 and was constituted as one of the five General Staff divisions, each under the immediate control of an Assistant Chief of Staff. This organizational structure remained largely unchanged through World War II.

The major function of the MID and its predecessors was the collection of military information about foreign countries. Military attaches and observers assigned to those countries were the principal means by which the MID collected such information. The main duties of a military attache were to observe and report on the organization, training, equipment, doctrine, and operations of foreign military forces. In addition, the attache reported on political, economic, and social conditions in the country to which he was assigned, especially as they influenced military affairs. To carry out this work, the attache had a small staff, including assistant military attaches who prepared their own reports, to assist him.

Although the United States first dispatched military attaches to foreign posts in 1889, it did not assign a military attache to China until 1900. U.S. military attaches remained in China until the Nationalist Government moved to the island of Formosa in December 1949.

Record Description

The documents reproduced on this microfilm publication, largely military attache reports but also including documents created by other U.S. Government agencies and foreign governments, are from the records of the Military Intelligence Division and date from 1918 to 1941. Some extant reports on conditions in China for the period 1903 to 1917, from military attaches and other sources, are in the correspondence of the War College Division, also part of RG 165, but are not filmed on this publication. In addition, although this publication reproduces the six principal MID files relating exclusively to China for the period 1918 to 1941 (general conditions, political conditions, economic conditions, army, navy, and aeronautics), it does not reproduce all MID files relevant to China.

The Military Intelligence Division filed correspondence in accordance with the "record card system," utilized widely in the late 19th and early 20th century by the War Department. On each incoming and outgoing communication and on each enclosure, a record clerk placed in the upper-right corner of the first page a file designation consisting of a master number representing the main subject of the communication. Following the master number, the record clerk sometimes entered an alphabetical or numerical suffix representing a subfile under the subject of the master number, and an additional number representing the sequential order under the subfile (e.g., MID 2657-I-1 or 2657-I-276/55 or 2055-622/178). In other instances, when no subfile was involved, the clerk simply added a numerical suffix to the master number to indicate the next sequential transaction (e.g., 2055-606).

After the clerk had assigned a file designation to the communication, he summarized its contents on a record card and placed the same file designation on the record card. Record cards were subsequently annotated to show the routing and ultimate destination or disposition of a communication. The clerk then prepared name, subject, and geographic index cards as finding aids to the communication and the record card. The index cards were filed alphabetically. The communications and the records cards were filed numerically by their assigned file designations. In addition, the MID kept chronological lists ("Dispatch Lists") of all communications received from an attache at a particular post.

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

In its filing scheme the MID used letters to designate particular countries; I represented China. Therefore, under the master number for economic conditions (2655), the designation 2655-I relates to economic conditions in China. Individual documents under that designation were numbered generally in chronological order. However, within this and the other file designations, other sets of numbers are sometimes used as subfiles for more specific subject categories. For instance, reports on China's "National Economic Council," 1933-36, are filed under 2655-I-165, with individual documents on the subject numbered 1 to 7. Thus a typical file number containing all these elements would be 2655-I-165/6.

There are gaps in the sequential numbers following master numbers. The gaps have two principal explanations. First, during the late 1920's the War Department destroyed a large number of individual documents as "useless papers," an action authorized by an act of Congress dated February 16, 1889 (25 Stat. 672). There is a list, filmed at the beginning of each master number, enumerating document numbers that were destroyed. Second, on August 7, 1941, the MID abandoned its numeric file system and adopted the War Department decimal file scheme. At that time, the numeric file was closed and many documents were transferred from it to the new G-2 decimal file. Neither these documents nor those received during the last half of 1941 are reproduced in this microfilm publication. For most communications transferred to the G-2 decimal file, a clerk prepared a card and inserted it in the old numeric file where the communication had been. Each card cites the decimal file designation to which the communication was transferred. Correspondence in the G-2 decimal file is now part of Records of the Army Staff, RG 319.

The contents of the records filed under the six master numbers of the MID correspondence reproduced in this microfilm publication are described below. The master numbers pertaining to more general subjects have been filmed first (general, political, and economic conditions), followed by those relating to more specific topics (army, navy, and aeronautics). Within each master number most documents have been filmed in file designation order. Some of the reports, however, include oversize enclosures, particularly maps. Such oversize documents have not been filmed in sequence, but at the end of the roll containing the appropriate file designations; cross-references have been inserted to indicate where such documents originally appeared and their new locations at the end of the roll.

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

The record cards for the six master numbers of MID correspondence relating to China appear on roll 1 of this microfilm publication. The record cards are filmed in the same sequence as the six master numbers. They provide a synopsis of each document, including those destroyed in 1929 by the War Department and those dated before mid-1941 that were transferred to the decimal file. The record cards thus serve as a finding aid to the extant documents filmed in this publication.

Contents

"General Conditions in China" (MID 2055)--Records pertaining to current political, economic, and social events and general trends in the military services. Most are periodic reports submitted weekly or monthly, each report covering several--sometimes diverse--subjects in an abbreviated format. Much of the information was drawn from newspapers or periodicals.

The most frequently recurring reports are those dealing with current military, political, and related foreign events, January 1918-May 1941 (MID 2055-622). Other documents include a 1921 report detailing Japanese atrocities in Manchuria (MID 2055-395); reports on the increase in the size of the Japanese population in Manchuria, December 1925-January 1940 (MID 2055-635); and a province-by-province census of the population of China, October 1930-March 1937 (MID 2055-685).

Also included is a 1921 report, with photographs, of a trip through Yunnan, Szechwan, and eastern Tibet by Maj. John Magruder, assistant military attache. The purpose of the trip was to observe conditions in the provinces of Yunnan and Szechwan, both of which border on Burma and Tibet. Major Magruder was the first representative of the U.S. Government to visit these areas in an official capacity (MID 2055-486).

"Political Conditions, China" (MID 2657-I)--Records complementing the information on general conditions in MID 2055. This file contains attache reports that give more detail concerning Chinese politics and foreign relations.

Reports on lawlessness in the Chinese countryside, 1922-24, are covered in MID 2657-I-251. The policy, ideology, and formation of the Kuomintang, 1926-39, are reported in MID 2657-I-321. Chinese personalities, including Chiang Kai-shek and T. V. Soong, are profiled in MID 2657-I-362.

Soviet activities within China are reported in MID 2657-I-281. The use of American publicity and foreign influence to combat Soviet activities is covered in MID 2657-I-282. Reports on border clashes between Soviet and Chinese troops are detailed in MID 2657-I-382.

There are numerous "Situation Reports" relating to the military situation within China, 1924-41 (MID 2657-I-276). Subjects covered include civil battles between warlords, the civil war between north and south China, the campaigns against the Communists, intra-Kuomintang struggles, and military actions against the Japanese in the Second Sino-Japanese War.

"Economic Conditions, China" (MID 2655-I)--Reports compiled in the office of the military attache from published government statistics, interviews with foreign industrialists, and articles appearing in newspapers and periodicals; also reports prepared in the office of the U.S. commercial attache.

Characteristic of the reports on economic conditions, 1919-38, is a report on the coal resources in Honan Province (MID 2655-I-50). The report details the uses of the mined coal, the location of the mines, the history of the coal mines in Honan Province, and the operation of the coal mines. Other reports describe the development of hydroelectric power in Shanshi Province, December 1934 (MID 2655-I-166).

Additional reports relate to iron and steel production (MID 2655-I-114); foreign loans to Chinese companies (MID 2655-I-123); the oil shale industry in Manchuria (MID 2655-I-129); the British Committee of Information in Tientsin, which provided information on Chinese affairs for British businessmen (MID 2655-I-132); and opium traffic in China (MID 2655-I-146). Also included are U.S. Department of Commerce reports on iron and gold resources (MID 2655-I-77).

"Army, China" (MID 2009)--Reports pertaining to general conditions in the military services (including information on military organizations, personalities, national defense and preparedness, training, and maneuvers) and to observation of Chinese Army units. The reports relate to military engagements between warlords, clashes between Chiang Kai-shek and his fellow Nationalists, the campaigns against the Communists, and the efforts of the Nationalists against the Japanese. There are also detailed biographies of Chinese Army officers, including Chiang Kai-shek (MID 2009-244).

Records relating to the Chinese military also include a 1926 study of the Chinese National Revolutionary Army, which was compiled by the entire staff attached to the office of the military attache in Peking. The report presents a general picture of the Chinese Army, its organization, strength, equipment, morale, pay, and training (MID 2009-176). Also included is a 1927 report listing 1,200 military terms, alphabetically arranged and compiled in two parts, Part I in English and Part II in romanized Chinese, according to the Wade system (MID 2009-182).

Other reports relate to the composition of the Mongolian Army (MID 2009-156); the use of Soviet troops in China (MID 2009-163); The Red Spear Societies, groups of farmers and shopkeepers that banded together to maintain law and order (MID 2009-170); the Soviet military mission in China (MID 2009-181); tables of organization for the National Revolutionary Army (MID 2009-198); and the effectiveness of German military instructors in China (MID 2009-255).

"Navy, China" (MID 2733)--Records chiefly pertaining to the training of Chinese naval officers, appointment of officers, and the purchase of new gunboats. The U.S. military attache devoted some attention to Chinese naval affairs even though the Navy was not strictly within his sphere of responsibility.

Specific reports cover such subjects as the employment of British naval officers in the training and development of the Chinese Navy (MID 2732-7) and the launching of two new gunboats for coastal defense (MID 2732-12).

"Aeronautics, China" (MID 2078)--Reports prepared by the assistant military attache for air, mostly relating to military aviation, but some relating to civil aeronautics.

These reports reflect an effort by the assistant attache for air to systematically collect intelligence on the Chinese Air Corps. Included are annual "Aviation Intelligence" reports on appropriations, production, bases, organization, and training, 1924-39 (MID 2078-70); "Current Aviation Activity" reports on the use of commercial and military aircraft and the number of foreign pilots and instructors employed, 1929-34 (MID 2078-95); and reports with diagrams of airfields throughout China, 1927-41 (MID 2078-87). There are also reports with diagrams of possible emergency landing fields and seaplane bases, 1928-30 (MID 2078-88).

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

Additional reports relate to the first commercial aviation enterprise in China, 1920 (MID 2078-18); foreign personnel with the Manchurian Air Force, 1925 (MID 2078-74); activities of French armaments representative Count de Boigne, 1926-27 (MID 2078-85); the establishment of air routes, 1929-35 (MID 2078-97); the purchase of German military aircraft, 1931-32 (MID 2078-110); the Central Aviation School in Hangchow, 1932-34 (MID 2078-125); plans for air defense, 1932-38 (MID 2078-142); and the delivery of Soviet aircraft and supplies to the Chinese, 1939 (MID 20768-158).

Security Classification

Many of the documents filmed in this microfilm publication were classified as secret, confidential, or restricted at the time of their creation and had those classification markings stamped, typed, or written on them. The National Archives and Department of the Army have reviewed and declassified all of the records filmed in this publication.

RELATED RECORDS

In RG 165 are additional intelligence records concerning China. Information on China can be found under other file designations of the MID correspondence, 1918-41. Because the records under other file designations do not deal exclusively with China but contain extensive documentation pertaining to other subjects or countries or if they relate exclusively to China deal with less significant subjects, they have not been reproduced here. Access to these records is by the name, subject, and geographic indexes to the MID correspondence and by the dispatch lists of incoming reports to the MID. Microfilm publications of these records are Name Index to Correspondence of the Military Intelligence Division of the War Department General Staff, 1917-1941, M1194, and Registers of Communications Received From Military Attaches and Other Intelligence Officers ("Dispatch Lists"), 1889-1941, M1271. Roll 1 of M1271 contains the lists of reports from the military attache in China. Also in RG 165 are the records of the War College Division of the War Department General Staff, which contains military attache and other reports from China for the period 1903-17. An index to these records has been microfilmed as Indexes to Records of the War College Division and Related General Staff Offices, 1903-1919, M912.

Military attache reports and other army intelligence records that relate to China and date from mid-1941 are in RG 319.

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

Some information pertaining to the appointment of military attaches to China before 1916 is in Records of the Adjutant General's Office, 1780's-1917, RG 94. Records relating to naval intelligence, including naval attache reports, are among Records of the Office of the Chief of Naval Operations, RG 38.

Many records on U.S.-Chinese relations are in General Records of the Department of State, RG 59. Microfilm publications of these records include Despatches From U.S. Ministers to China, 1843-1906, M92; Records of the Department of State Relating to Political Relations Between the United States and China, 1910-1929, M339; Records of the Department of State Relating to Political Relations Between China and Other States, 1910-1929, M341; and Records of the Department of State Relating to Political Relations Between China and Japan, 1930-1944, M976.

Other diplomatic records relating to China are in Records of the Foreign Service Posts of the Department of State, RG 84. Two series have been microfilmed: Records of the United States Legation in China, 1849-1931, T898, and Records of the United States Consulate in Kunming, 1922-1928, T402.

Herbert Rawlings-Milton wrote these introductory remarks and prepared the records for microfilming.

APPENDIX

Military Attaches. China

Lt. James H. Reeves	Dec. 20, 1900-July 31, 1902
Capt. Andre W. Brewster	Aug. 1, 1902-May 31, 1905
Capt. Henry Leonard	June 1, 1905-May 13, 1907
Capt. James H. Reeves	May 14, 1907-June 30, 1912
Maj. Albert J. Bowley	July 1, 1912-Aug. 31, 1914
Lt. R. H. Sillman	Aug. 31, 1914-Feb. 18, 1915
Capt. Isaac Newell	Feb. 28, 1915-Sept. 1918
Lt. Col. Walter Drysdale	Sept. 1918-Nov. 1921
Col. Sherwood A. Cheney	Nov. 1921-Sept. 1, 1924
Lt. Col. Joseph H. Barnard	Sept. 1, 1924-Oct. 4, 1926
Maj. John Magruder	Oct. 4, 1926-Mar. 16, 1930
Col. Nelson E. Margetts	Mar. 16, 1930-Mar. 3, 1932
Lt. Col. Walter Drysdale	Mar. 3, 1932-July 8, 1932
Col. Joseph W. Stilwell	July 8, 1932-June 13, 1939
Lt. Col. William Mayer	June 13, 1939-June 28, 1942

James L. Nearing 7/26/86

0006

G-2 Report

5445
Possible & Emergency Land-
ing Fields & Seaplane Bases.CHINWANGTAO - cont'd6. Communications:

(a) Telegraph and telephone in the city.

(b) P.M.R. station in Chinwangtao. Private railway station of the Kailan Mining Administration near by.

(c) The landing ground can be approached directly from the beach, as there is no obstacle for troops or wheeled transport. Motor transportation would do better to remain on the metalled road which leaves the main road opposite the K.M.A. railway station, and bifurcates about 200 yards west of it into two roads, one of which leads to the Isolation Hospital and the works of the Lin Chiang coal yards, Glass Works and Yao Hua village.

(d) The port of Chinwangtao has adequate docking and unloading facilities for large ocean going ships.

7. General Remarks:

It would require considerable work to make this site into a good flying field, as the ground is crossed by a line of poles from north to south, carrying current to the Glass Works, as well as by the lighting standards running from east to west.

James K. Nearing 3/26/86

0009

G-2 Report

5445
Possible & Emergency Landing
Fields & Seaplane Bases.NO. 3.PEITAIHO.1. Class:

Emergency fields (two possible sites, marked "A" and "B" on the attached map).

2. Location:

(a) Chihli Province. Peitaiho town, a summer resort. "A" site is the old civil airdrome site, used by the Vimy machines which flew in 1923 from Peking to Peitaiho. The field is about 1 1/2 miles north of Legation Point (Peitaiho) and just north of the village Chih Tu Shan.

"B" site is a portion of the beach to the west of the Peitaiho Hotel. This site was also used as a landing field during 1923 by the Vimy machines mentioned above.

(b) 39° 8' N. 119° 7' E.

(c)

(d) As for North China generally.

3. Information Necessary for Pilot:

(a) Surrounding country. Between Lighthouse Point and Chin-wangtao there is little cultivation and a landing could be effected in a large number of places. From Lighthouse Point to the Lotus Hills, the ground is most unsuitable for a landing, until the Tai Cho Ho is crossed. Between it and the Yang Ho a landing could be made anywhere within half a mile of the sea, as the ground is flat, sandy and uncultivated. All the ground north of the Peking-Mukden railway is broken, and in summer cultivated with high crops of millet up to the foothills of the mountains 5 miles to the north. The mountains themselves are very jagged, and quite unsuitable for a forced landing.

(b) "A" site - 600 by 800 yards.

"B" " - Exact dimensions not known.

(c)

(d) "A" site. The surface is sandy and covered with rough grass. The ground is practically level. It drains quickly owing to the nature of the soil.

"B" site. The surface is sandy, sloping gently towards the sea.

James K. Nemmy 3/26/86

0012

G-2 Report

5445
Possible & Emergency Landing
Fields & Seaplane Bases.CHENTU (CH'ENG TU) - cont'd.4. Supplies and Repair Facilities:

(a) Gas and Oil available in Ch'engtu. Further supplies could be obtained from Chungking.

(b)

5. Accommodations:

(a) Hangars, none.

(b) For personnel barracks.

6. Communications:

(a) Telegraph and telephone in Ch'engtu.

(b) No railways at all in the province.

(c)

(d) Usual native means of transportation available.

7. General Remarks:

There has been no recent report of any flying or machines in Ch'engtu.

It is reported that General Yang Sen promised a Monsieur Baudez to build a hangar.

James L. Nemmy 3/26/86

0015

G-2 Report

5445

Possible & Emergency Landing
Fields & Seaplane BasesKWANGCHOW WAN - cont'd.

(c) There is a road from Fort Bayard to Tai Ping which can be used by motor transport at all periods of the year.

(d) A French line runs every fortnight from Hongkong to Haiphong, touching at Hoi How and Fort Bayard. Chinese boats sail every day from Fort Bayard for Hongkong.

7. General Remarks.

James K. Neering 7/26/86

0018

G-2 Report

4-1
5445 2078-88
Possible & Emergency Landing
Fields & Seaplane Bases.YUNNAN PROVINCE.

(General Information. Source, American Consulate, Foochow, March, 1927.
Detailed information at present not available.)

1. The Province of Yunnan is a mountainous plateau with no natural landing places. Most of the plains among the mountains are from 5000 to 7000 feet above sea level while a number of mountains reach the height of 20,000 feet. Therefore, airplanes used in this province must be especially designed for flying in high altitudes.

2. Landing fields have been prepared at Yunnanfu, Pohsi, Mongtze, Kaihwa and Kwangnan, but all of the machines are kept in Yunnanfu.

HONGKONG

(General information. Source, American Consul, Hongkong, June, 1927.)

1. An initial step has been taken for the linking up of Hongkong with empire air routes being planned by the Air Ministry of Great Britain. The main feature of the scheme is the building on the Kai Tack reclamation in Kowloon City of a large civil aerodrome which will link up with the proposed English and Australian service via Singapore and act as a center for routes to China, Japan and the Philippines. At present the plans are confined to the completion of the reclamation and the sea wall and the building of a typhoon shelter and basin for seaplanes. Advice is being sought from England in regard to the erection of the necessary buildings.

James K. Nerny 3/26/86

0019

G-2 Report

4-1

5445

Possible & Emergency Land-
ing Fields & Seaplane BaseOFFICE CHIEF OF STAFF
MIL. INST. 2

1929

2078-88

JAN 10 1929

WAS DEPARTMENT

NO. 12.

PEKING - TEMPLE OF HEAVEN

RECEIVED G-2 W JAN 9 1929

1. Class: Emergency Field.2. Location:

- (a) Chihli Province, Peking.
- (b)
- (c) Negligible.
- (d) As for North China.

3. Information Necessary for Pilot."A" Field:

(a) Within the walls of the Chinese city of Peking. Locate southeast corner of city walls; find blue tile roof of Temple of Heaven. Landing field within temple walls due south of main temple.

(b) This is a two way field approximately 500 x 200 yards.

(c) No markings.

(d) The surface of this field is smooth, though in summer it is covered with fairly high grass.

(e) Field should be carefully inspected for obstructions.

"B" Field:

(a) Extreme northwest corner of inner temple walls.

(b) This is a four way field approximately 500 x 600 yards.

(c) No markings.

(d) Surface fairly smooth.

(e) This field without previous preparation is likely to be obstructed with small brush.

4. Supplies & Repair Facilities.

(a) Gasoline, oil, water, etc., to be obtained in Peking.

(b) Ordinary facilities for repair of motor cars obtainable.

5. Accommodations.

(a) No hangars.

(b) Temple grounds contain many buildings which could be used for quarters.

James K. Nearing 7/26/86

0020

G-2 Report

5445
Possible & Emergency Land-
ing Fields & Seaplane Bases

NO. 12.

PEKING - TEMPLE OF HEAVEN - cont'd.

6. Communications.

(a) Telephone, Telegraph, radio, etc., in Peking. Telephone on temple grounds.

(b) Railways connecting all main lines of China.

(c) Roads within city of Peking passable at all seasons. Outside of walls in rainy season of doubtful utility.

7. General Remarks.

These fields can be made into a fairly good airdrome without a large amount of work. Due to surrounding walls these fields are well protected from ground attack.

James K. Neimay 3/26/86

0021

G-2 Report

14 Encls
4-1
55440
Established Airdromes
and Seaplane Bases
DEPART

CHINA

LIST OF AIRDROMES

RECEIVED G/2 W. D. DEC 21 1927

- | | |
|----------------|-------------------------|
| No. 1. | Mukden |
| No. 2. | Chinchow |
| No. 3. | Tientsin |
| No. 4. | Tsinanfu |
| No. 5. | Paotingfu |
| No. 6. | Taiyuanfu |
| No. 7. | Nanking |
| No. 8. | Hsien Chiao (Kien Kiao) |

James K. Nearing 7/26/86

0022

*Em 1**4-1**2078-88**3*

STANDARDIZED REPORT FORM

for

AIRDROMES AND SEAPLANE BASES

(Number and Name of Airdrome or Seaplane Base)

1. Class (Airdrome, Seaplane Base, Emergency Field)
2. Location.
 - (a) Province, city, definite locality.
 - (b) Latitude and Longitude.
 - (c) Altitude above sea level.
 - (d) Metereological conditions.
3. Information necessary for pilot.
 - (a) Description of surrounding country (landmarks, etc.)
 - (b) Shape and size (in yards) of landing field.
 - (c) Markings on field (day and night)
 - (d) Condition of the surface of landing field (seasonal changes)
 - (e) Obstructions.
4. Supplies and Repair Facilities.
 - (a) Gasoline, oil, water.
 - (b) Repair shops and mechanics.
5. Accommodations.
 - (a) For planes (hangars)
 - (b) For personnel (barracks, hotels etc.)
6. Communications.
 - (a) Telegraph, telephone, radio.
 - (b) Railways.
 - (c) Roads and motor transportation.
 - (d) Other means of transportation.
7. General Remarks.

(Possibility of enlarging field, medical aid, etc.)

James L. Neering 3/26/86

0025

5440

Established Airdromes
and Seaplane BasesMUKDEN AIRDROME- cont'd.6. Communications:

- (a) Telegraph and telephone at the airdrome.
- (b) A branch line of the Peking-Mukden railway stops just north of the hangars. This line skirts the northern edge of the town. There is also a light railway running along the main road past the arsenal and airdrome.
- (c) There is a good motor road from Mukden to the airdrome. Motor transportation is available at the airdrome and in Mukden.
- (d) The usual native transportation is available.

7. General Remarks:

This is the largest and most up-to-date airdrome in China, and the headquarters of the Fengtien air service.

James K. Nearing 7/26/86

0035

5440
Established Airdromes
and Landing Fields

TSINANFU AIRDROME - cont'd

6. Communications.

- (a) There are telephones at the airdrome.
- (b) 3 miles from Tsinanfu R.R. Station. Railway siding 200 yards from hangars.
- (c) A first class metalled road to the barracks near airdrome. All types motor transport available in Tsinanfu.
- (d) Carts and coolie transportation available.

7. General Remarks.

There is a 10' mud wall around the airdrome. Guards are posted in little lookout posts on the top of the wall at the corners, etc. There are excellent foreign hospitals in Tsinanfu.

James K. Nearing 3/26/86

0037

4-1 526 2078-88
5440
Established Airdromes
and Landing FieldsNO. 5.PAOTINGFU AIRDROME1. Class:

Airdrome.

2. Location:

(a) Chihli Province. 2 miles southeast of the S.E. corner of Paotingfu City.

(b) 38° 51' N. 115° 33' E.

(c) About 80' above sea level.

(d) As in North China generally.

3. Information Necessary for Pilot:

(a) The surrounding country is flat and under cultivation. About 2 miles north there is a large flat open space some 800 by 500 yards which is used as a parade ground. This would make an excellent airdrome. The country is suitable for flying and forced landings would present little difficulties. Excellent landmarks by day and night are the city of Paotingfu and the Peking-Hankow railway line.

(b) 1000 yards north by south.
800 " east " west.

(c) Usual wind indicator flying from pole on hangar.

(d) The surface is excellent. The soil is light loam and dries quickly. Except in the event of general floods the airdrome is not likely to be flooded at any time of the year.

(e) Obstructions: North side - a small village of one story huts with some trees not exceeding 25 ft. around it.

East and west sides - a few trees not exceeding 25 ft. in height.

South side - hangars, 25 ft.

4. Supplies and Repair Facilities.

(a) Gas and oil can be obtained in Paotingfu.

(b) There are no proper workshops, and there is no machinery or power.

James K. Nearing 7/26/86

0042

5440
Established Airdromes
and Landing Fields

NANKING AIRDROME

(c) There is a good road suitable for motor traffic to the airdrome. Motor transportation is available in the city.

(d) The airdrome is 5 miles from Hsia Kwan, where the steamers lie.

7. General Remarks:

The floating seaplane hangar which at one time was reported at Hukow on the Poyang Lake is now at Nanking. It is, however, not in use.

James L. Nemmy 7/26/86

0044

5440
Established Airdromes
and Landing Fields

HSIEN CHIAO (KIEN KIAO) AIRDROME

6. C ommunications:

(a) Telegraph and telephone at R.R. station. There is no radio.

(b) 1/2 mile from Hsien Chiao R.R. station.

(c) A fair road leads from the barracks to the R.R. station. There is no motor transportation.

(d) Pack animal, coolie and water transport on the canals is available.

7. General Remarks:

There are no defences. There are several good hospitals in Hangchow.

James L. Neering 7/26/86

0049

OFFICE OF THE
MIL. INTEL. DIV.4-1
JAN 31 2028-88 132
5440
Established Airdromes
and Seaplane BasesNO. 13.AMOY ADMIRALTY AIR BASE1. Class. Airdrome and seaplane base.2. Location:

- (a) Fukien, Amoy, on main island near northern extremity.
Seaplane ramp at eastern end of field (see sketch).
- (b) Approximately 24.5 N lat 118 E long.
- (c) Sea level.
- (d) As for South China.

3. Information Necessary for Pilot.

- (a) See sketch.
- (b) Oblong, approximately 500 x 250 yards.
- (c) None.
- (d) Smooth.

4. Supplies and Repair Facilities.

- (a) Gasoline and oil obtainable in Amoy city.
- (b) Limited repair facilities. Some machine shop equipment.

5. Accommodations.

- (a) One steel hangar.
- (b) For personnel in Amoy city.

6. Communications.

- (a) Telegraph, radio, telephone, etc., in Amoy city.

James L. Nearing 7/26/86

0050

5440
Established Airdromes
and Seaplane Bases
MILITARY DIV.4-1
NO. 12.CANTON AIRDROME and SEAPLANE BASE2078-88
WAR DEPARTMENT1. Class: Airdrome and seaplane base.2. Location:

- (a) Kwangtung, Canton city, eastern part of city (see sketch).
- (b) Approximately 23 N lat 113 E long.
- (c) Approximately sea level.
- (d) As for South China.

3. Information Necessary for Pilot:

- (a) The field is on the edge of the city with its southern extremity on the river (see sketch).
- (b) Oblong, approximately 600x300 yards.
- (c) Wind sock on Administration Building. No night markings.
- (d) Smooth, except north edge.
- (e) Obstructions: None—drag field.

4. Supplies and Repair Facilities.

- (a) Gasoline and oil obtainable in Canton. Water from river.
- (b) Limited repairing facilities. Some machine shop equipment.

5. Accommodations.

- (a) Two small size hangars.
- (b) Barracks on field.

6. Communications.

- (a) Telegraph, radio, telephone, etc., in Canton city.

7. General Remarks:

The Canton Aviation Bureau Flying School is located here.
(For description see "Current Aviation Activities", Report No. 7625.)

James L. Neering 7/26/86

0051

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE,
PEKING, CHINA.

28
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
FEB 14 2078-88 1939
WAR DEPARTMENT

Enclosures to

Report No. 7627-

12078-88/5

M.A. & F.L. Section:

This sheet is sent in merely
for your information and may be destroyed.
I don't if you will wish to list these maps
on your weekly report, as no. 7627 has
already been distributed.

F.E. Sec.

Encls. to OND, A.C. & Commerce

2-18-30
BAP

DECLASSIFIED BY NND740058

James L. Nearing 3/26/86

0056

G-2 Report

5110.

CHINA (AVIATION).

Subject: School of Aviation and Aviation Corps.

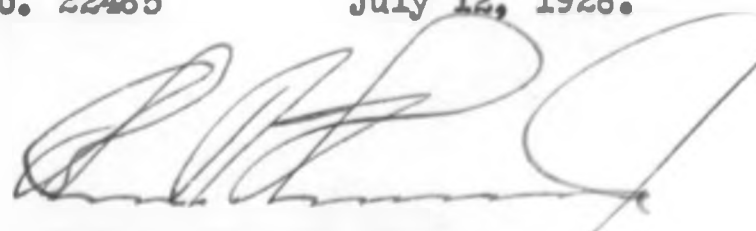
RECEIVED G/2 W. D. JUL 21 1928.

A despatch to the London Press from Shanghai, dated the 10th instant, states that the National Conference at Nanking has decided to create a Government School of Aviation and an Aviation Corps from funds donated by wealthy Overseas Chinese.

M.A. London.

Report.No. 22465

July 12, 1928.


JOHN R. THOMAS, Jr.,
Colonel, General Staff,
Military Attache.

James H. Newman 3/26/86

0057

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA.

December 4, 1928

162
MILITARY ATTACHE
PEKING, CHINA

78-923

see also 162

No. 7380

Subject: Temporary Regulations Governing Foreign Aviators
in China.

To: A. C. of S., G-2, Washington, D. C.

RECEIVED G-2 W. JAN 8 1929

1. Attached hereto are translations of "Temporary Regulations Granting Special Authorization to Foreign Aviators to Fly Across Chinese Territory" and landing fields designated by the Chinese Government for foreign aeroplanes landing in China.

John Magruder

John Magruder
Major, General Staff
Military Attache

2 encls.
elh

James K. Nearing 3/26/86

0058

5-1

2078-92

Translation of enclosure to Ministry's note, L-597, of September 20, 1928.

Temporary Regulations Granting Special Authori-
zation to Foreign Aviators to Fly Across Chinese
Territory.

1. The foreign minister, or the local consul of the place concerned shall give previous formal notice of the coming of foreign aeroplanes to China, and obtain special permission therefor before they will be permitted to fly across Chinese territory.

2. The Minister, or the consul must state clearly that the said aeroplane has no military character, and that it will not be put to other uses than that stated while within the limits of Chinese territory. At each landing field it will be necessary to submit to inspection by an official of the Chinese Government.

3. The Minister, or the consul should submit a statement for consideration, containing the following information:

- a) The object of the flight.
- b) The point at which Chinese territory will be entered and that from which departure will be taken.
- c) The destination and points en route.
- d) The point of origin of the journey and all points touched en route, together with the length of the stay in China.
- e) The number and names of the aviator and the members of the crew.
- f) The model, number and emblem of the plane and the model and horse power of the motor.

4. When foreign aeroplanes fly over Chinese territory, the Minister or the consul must notify the Chinese Government concerning the route to be used and obtain its approval. Then it will be necessary for the plane to adhere to the route pointed out, and it will not be permitted to diverge from the prescribed course, nor freely to land at or take off from other fields. The breadth of the course shall be considered as twenty kilometres.

5. Should the prescribed courses for a foreign aeroplane flying over China pass over districts where flying is prohibited, then flying will not be permitted within five kilometres of such district.

It will be necessary to wait until the provinces have made an investigation and report, before these prohibited districts can be designated. If a foreign aeroplane comes to China prior to the designation of such districts, then at that time it will be necessary to consider the matter and make a temporary decision.

6. When it becomes necessary for a foreign aeroplane to land within Chinese territory, then the Minister or consul concerned should notify the Chinese Government in order that the matter may be considered and a landing field designated.

DECLASSIFIED BY NND740058

James K. Neering 3/26/86

0059

7. It is not permissible for them to carry prohibited articles, photographic apparatus, radio instruments, or mail, nor may they transport merchandise. Flying at low altitudes is not permitted at places where the population is dense, and it would cause danger to the lives of the people or to their property. It is also prohibited to throw articles out while in the air.

8. All foreign aeroplanes flying over Chinese territory must carry all necessary flying credentials, including a log to facilitate inspection, and must comply with all flying regulations.

9. The above temporary procedure granting special authorization will not be affected by the International Aviation Treaty which has not yet been ratified by China.

C O P Y

James L. Neering 7/26/86

0060

L-597

Translation of a Note Addressed by the Ministry of Foreign Affairs of
the Nationalist Government to His Excellency Mr. J. V. A.
MacMurray, American Minister.

Dated: September 29, 1928.

Sir:

We have the honor to state that we have received a note from
the Military Council, stating:

"In the present development of international aviation, air-
planes are constantly flying to and fro, therefore, the number
of foreign planes flying across Chinese territory will become
increasingly large. For this reason, we have enacted nine
temporary regulations for the guidance of foreign aviators,
granting them special permission to fly over Chinese territory.

"As regards the landing fields upon which airplanes that
have been granted permission to enter the territory may land, we
have now designated First, the Ta-Sha-T'ou landing field at Canton;
Second, the Ta-Hung-Ch'iao landing field at Shanghai; and Third,
the Nan-Yuan landing field at Peip'ing.

"We have the honor to request that you take note of the above,
and inform those interested."

We have the honor, Mr. Minister, to enclose herewith the nine
regulations mentioned above for your information.

With compliments,

MINISTRY OF FOREIGN AFFAIRS OF THE NATIONALIST GOVERNMENT

Enclosure.

C O P Y

James K. Nemy 7/26/86

0052

Article 4. When an airplane enters the country, the local tax collector (custom house) should notify the Aeronautical Bureau to send an officer to make a joint inspection.

Article 5. When an airplane is imported under any one of the following conditions, the airplane should be detained at once for consideration:

- a. Nationality not in order.
- b. Number and kind do not agree.
- c. An airplane purchased by a private airplane organization, attached with military equipment and other contraband.
- d. No import huchao has been obtained or the procedure not in order.

Article 6. When an airplane is imported into the country without permission, the Custom House may detain it and notify the Aeronautical Bureau which will request its confiscation.

Article 7. The port of entry already approved must not be carelessly altered.

Article 8. Amendments and modifications to these regulations may be made upon request.

Article 9. These regulations shall become operative on the day of their promulgation, approval having been received.

Note: The above draft, while not yet promulgated by the National Government, is actually now in effect.

John Magruder
John Magruder
Major, General Staff
Military Attache

elh

James K. Newman 7/26/86

0055

G-2 Report

5100

CHINA (Aviation)

Subject: Regulations Governing the Importation
of Aeroplane Materials

The fourth item of Article 3 of the Detailed Regulations Governing the Enforcement of the Law of Transportation of Military Equipments promulgated by the National Government, and the first item of the Provisional Regulations Governing the Importation of Arms promulgated by the Ministry of War, shall be void from the date of enforcement of the present law.

Art. 11. - The regulations shall be effective on and from the date of promulgation.

For and in the absence of the Military Attache:

Parker G. Tenney

Parker G. Tenney
Captain, Field Artillery
Assistant Military Attache

Distribution:
4 MID
1 File

DECLASSIFIED BY NND740058

James L. Nearing 3/26/86

0077

- 2 -

Enclosures:

- 1/ Regulations Governing the Importation of Aeronautical Equipment.
- 2/ Detailed Rules for the Enforcement of the Regulations Governing the Importation of Aeronautical Equipment.

- 3 -

Foreign Affairs which will instruct the Legation stationed in the country concerned to affix signature and release the shipment.

Article 9. Aeronautical equipment, except that intended for military use which will be exempt from payment of duty in accordance with the provisions of the procedure for exemption from duty on articles for military use, shall be liable to pay duty in accordance with the regulations.

Article 10. Any foreign merchant who has obtained a permit and has packed and shipped aeronautical equipment to China for demonstration may be temporarily permitted to import duty-free and shall at the time of applying for a permit request a bank or a reliable business firm to supply a guarantee bond to the National Aviation Commission to guarantee the following:

1. The goods will be re-exported in accordance with the original permit within the time-limit prescribed in the permit.
2. If the goods are not re-exported within the time-limit, a fine of not more than five times the value of the goods in question will be paid.
3. If the goods are purchased or authorized for sale by the National Aviation Commission within the time limit prescribed in the original permit, the National Aviation Commission shall make a notation in the original permit and affix its seal thereto and send the permit to the

Customs

- 5 -

Article 15. These Detailed Rules shall be put
 into force from the date of promulgation.

James K. Nemmy 3/26/86

0084

ANNEX NO. 2

LIST OF AIRCRAFT ORDERED AND PURCHASED.

Of the Chinese Republic, the year,
the month, and the day.

Name and title of the organization.

Seal.

Name of the airplane:

Kind of airplane:

Name and location of airplane factory:

Quantity:

Value:

Monoplane or bi-plane:

Material of construction:

Name and kind of the motor:

Name and location of the manufacturer of the motor:

Horsepower:

Speed:

Load capacity:

Gasoline and lubricating oil capacity and flight
radius:

Capacity (passenger):

Date of manufacture:

Number and kind of machine guns:

Camera:

Radio:

Remarks:

AppendixNotes on Filling Out the List of Airplanes
Ordered and Purchased.

James L. Nemmy 3/26/86

0085

- 2 -

1. Name of the airplane should include type and brand.
 2. Kind of airplane:
 - a. For military use; such as pursuit plane, fighting plane, bombing plane, reconnoitering plane, training plane, torpedo plane, transport plane, or any other name.
 - b. For commercial use; such as training plane and transport plane. It is also necessary to make a notation as to whether or not the plane is a seaplane, land plane or amphibian.
 3. Value: The value of each plane and the total value shall be mentioned.
 4. Name of the motor should include type and brand. Kind of the motor; such as water cooled type or air cooled type. Cylinder; whether in line or V shaped.
 5. Load capacity: In case the plane is intended for military use, the bomb carrying capacity must be mentioned.
 6. Number and kind of machine guns and camera and radio: The name, type, and the factory must be stated for each.
 7. Both originals and translations of all names, types, brands and places should be given.
-

DECLASSIFIED BY NND740058

James K. Nevin 7/26/86

0087

ANNEX NO. 4

FORM OF SHIPPING DECLARATION.

Shipper's organization and the name and title of
the officer in charge:

Consignee's organization and the name and title of
the officer in charge:

Name and title of the watchman:

Name:

Kind:

Quantity:

Value:

Use (or reason):

Via S.S. of Company
or via train of Railway.

Place of exportation:

Destination:

Customs offices and railway stations en route:

Date of application for a permit:

Estimated time of arrival at port:

Remarks:

Name, title and seal of the applicant.

Of the Chinese Republic, the year,
the month, and the day..

James K. Nearing - 7/26/86

0000

ANNEX NO. 5

FORM OF PERMIT.

Whereas , ,
(Name & title) (name of organization)
has requested permission for the purchase of (names
and quantity of aeronautical equipment; in the case
of raw material, a notation bearing the characters
"Kinds and quantity are mentioned in a separate
list." shall be made.) to be shipped from (a certain
place) to (a certain place) for importation;

We hereby issue this permit and request that
all the military, police, Customs offices and tax
barriers en route will release the shipment after
examination.

A list is sealed and attached hereto.

The above permit is given to

Chairman:

-SEAL OF THE NATIONAL AVIATION COMMISSION-

Issued on the day of the month
of the year of the Chinese Republic.
Valid until

Seal of the Officer issuing this permit.

SEAL OF THE NATIONAL

No. of

AVIATION COMMISSION.

STUB

..... , ,
(Name & title) (name of organization)

is

James L. Nemy 7/26/86

0091

G-2 Report

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.4-1
1929 2078-93

CHINA

Subject: Aviation.

RECEIVED G/2 W. D FEB 5 - 1929

6100 (Add) - Canton Aviation Bureau.

There is an aviation unit based on Canton which comes under the 4th Army Group, headed by General Li Chai-sum.

The Director of the Canton Aviation Bureau is General W.J. Chang, an American trained pilot who recently made a successful flight from Canton to Peking (November 20, 1928).

6500 (Add) - Canton Aviation Bureau (Supplies).

There are said to be 25 airplanes in Canton. Of these, 17 were recently purchased from France and are said to be worthless, the entire transaction being a matter of graft.

Planes recently counted in the airdrome at Canton were as follows:

- 9 Breguet observation (used for bombing) with 350 h.p. Hispano-Suiza engines;
- 2 Spad, single seaters, French radial motors;
- 5 observation planes, " " "
- 4 Curtis, JN, OX-5 motors;
- 2 Ryan Brougham landplanes, Wright whirlwind (including 2 extra propellers and spare parts).

6740 (New) - Canton Aviation Bureau - Training.

A flying school is maintained through the efforts of the local air force, most of whom have obtained pilots' licenses in the United States, although several graduated from French schools and one from a German school.

The instruction consists of a short ground course and 15 hours flying instruction. At the end of the course students are required to take off, land and execute acrobatics before receiving their licenses.

During the week of October 9-16, 1928, 35 students received pilots' ratings and 150 volunteers began their course. These students are all picked volunteers with at least a "high school" education. They make a good appearance and seem a well set up, disciplined body of men, rather above normal stature for Cantonese, and particularly well dressed.

A general overhauling is given each plane after 20 flying hours.

John Magruder
John Magruder
Major, General Staff
Military Attache

James K. Nearing 7/26/86

0098

Airplanes seen consisted of three two-seater seaplanes, four modern two-seater attack planes, four obsolescent observation planes, three obsolescent single-seater, air cool engined pursuit planes.

Repair shops were very limited in extent. It is estimated that there are ten pilot officers attached to the organization.

A combined commercial and military airdrome is being constructed adjacent to the above field. This field is now being filled and when completed will be large and in every way adequate for all size land planes, with a properly sheltered landing basin for seaplanes.

Chinese Home-Made Airplanes.

There are now three airplane factories in operation in China which produce airplanes made of native materials except for motors, which are imported. The factories with the number of planes thus far produced are as follows:

Shanghai (Hungjao Airdrome)	1 Airplane
Canton	2 "
Fukien (Pagoda anchorage)	3 "

The latest airplane produced was made at the Shanghai factory. This plane is built after the French Caudron type at a cost of \$8,000 Mex., \$3,000 being for material, \$4,000 for the 220 h-p Bristol engine, and \$1,000 for wages of workers. The plane is claimed to have a high speed of 70 m.p.h. and a ceiling of 15,000 feet, carrying two passengers. The Chinese claim that this plane in addition carries 1,000 pounds of mail, is manifestly untrue.

New Airplanes for China.

There are many reported purchases of airplanes from America and Europe for China in the daily press. These planes are all reported to be primarily commercial and training machines. The following commercial airplanes have arrived in China since January, 1929: American, 10; British, 9; German, 5; French, 9.

John Magruder
John Magruder
Major, General Staff
Military Attache

elh

James K. Manning 3/26/86

0099

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE,
PEKING, CHINA.

April 26, 1929

OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA

2078-95

MAY 27 1929

No. 7498

Subject: Current Aviation Activities.

To: A. C. of S., G-2, Washington, D. C.

RECEIVED G-2 W. D. MAY 27 1929

1. Reference our Nos. 7405, 7422 and 7483 on the above subject, herewith are further items prepared by Lieutenant Thomas D. White, A.C.

New Aviation Company Organized by Nanking Government.

The State Council has appointed Mr. Sun Fo, Minister of Communications, to be President of the China National Aviation Corporation, which will be capitalized by the government at ten million dollars. The company plans to operate passenger and mail service between Shanghai and Nanking; Hankow, Shanghai and Tientsin; Shanghai and Canton.

The organization of this company is the culmination of the efforts of the Curtiss-Robertson Aviation Exploration Co. of St. Louis, who have been negotiating with the Nationalist Government during the past three months. It is understood that this American company will finance the airways to the extent of two million gold dollars and will import forty airplanes.

Herr Schmidt, representative of the German Lufthansa interests in China, recently told me that in his attempts at negotiations for airlines from Germany he was referred successively to the Ministries of Communications, Railways, and Reconstruction, each office claiming jurisdiction over air concessions. Herr Schmidt has now gone to Nanking for the purpose of interesting the Curtiss-Robertson people in combining with the Lufthansa to open airways from Berlin, via Irkutsk, to Shanghai.

John Magruder
John Magruder
Major, General Staff
Military Attache

elh

James K. Neuman 3/26/86

0100

AMERICAN LEGATION

OFFICE OF THE MILITARY ATTACHE,
PEKING, CHINA.

September 27, 1929

OFFICE OF THE MILITARY ATTACHE
MIL. ATTACHE

2078-958

WAR DEPARTMENT

No. 7603

Subject: Current Aviation Activities.

To: A. C. of S., G-2, Washington, D. C.

RECEIVED G/2 W. D. OCT 28 1929

1. The accompanying Memorandum, prepared by 1st Lieut. T. D. White, Air Corps, is, as previously explained, to keep the Division informed of current aviation developments. The information of permanent value contained herein will be incorporated in the regular Digest form from time to time.

2. I concur in all that Lieut. White has written. I should, however, like to make it clear that I consider China a good market for the disposal of airplanes, provided the sales are made outright, and the full price is paid on delivery and approval. In view of the general instability and lack of coordination within the government, I believe that involved commitments such as are being attempted by the Aviation Exploration, Inc., are extremely hazardous.

John Magruder
John Magruder
Major, General Staff
Military Attache

2 encls.
elh

James H. Nearing 3/26/86

0107

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE,
PEKING, CHINA.

September 27, 1929

No. 7604

Subject: Current Aviation Activities.

To: A. C. of S., G-2, Washington, D. C.

RECEIVED 6/2 W. D. OCT 28 1929

1. Following the preparation of our No. 7603, a copy of the accompanying letter was furnished by the Commercial Attache. This letter, written by Mr. Granville Woodard, Trade Commissioner in Shanghai, expands and clarifies to some extent the present aeronautical development in China.

John Magruder
John Magruder
Major, General Staff
Military Attache

1 encls.
elh

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0110

is in particularly good standing with Gen. C hang. As a result, L. E. Gale & Company is in an excellent position to secure a good share of the business that is expected to be offering. United Aircraft would do well to work as closely as possible with L. E. Gale & Company as they are doing more than any other one concern to secure the placement of American aircraft in China.

Granville Woodard,
Trade Commissioner.

Approved for Transmission

Frank S. Williams
Trade Commissioner

GW-B

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0113

Vought equipment, but recent developments have indicated that for the time being this business is indefinitely postponed. There was some mix-up between the Standard Products Company and the L.E.Gale Company on the question of which was authorized to quote on Boeing and Vought equipment. After a number of cables had passed back and forth the L. E. Gale Company established the fact that they are the authorized representatives of the United Air Line, the export agents for Boeing and Vought. A radio to that effect was received by us during the week and we were further instructed to notify General Chang Wei-chang accordingly."

John Magruder

John Magruder
Major, General Staff,
Military Attache

elh

Finney L. Nearing 7/26/86

0117

"No. 2 line is from Hankow to Peking, No. 3 from Hankow to Canton, both using land planes, type not yet decided. Complete radio service will be maintained throughout the routes by their own personnel.

"The result of my inspection of the Hung-jao airdrome is included in the list of planes as above. I will enlarge on it when I return. I should be glad to have this letter put with my files so that I can refer to it—there is undoubtedly much in it that you won't want to use now and can just as well wait until I have seen Canton—then I think we will have almost a 100% picture of aviation in China. I don't think I'll try coming to Tangku by boat after this trip so will also see the Nanking airdrome. The only thing we won't have seen will be Amoy.

"Baskey wants me to go to Taiyuanfu with him when I get back again. He has nothing new to report but is hot on the trail of General Chang, the new head of the Aviation Bureau. They say Chang is besieged with aircraft representatives.

"I missed Roseveare who, I'm told, has a great wail about Anderson Myers mix-up about being the Curtiss' sales agent in China. Hope to get it tomorrow."

John Magruder,
John Magruder
Major, General Staff
Military Attache

elh

James L. Nearing 7/26/86

0119

It is the opinion of the writer that there are not twelve Chinese pilots available who are competent to handle "Corsair" airplanes under any but the most favorable conditions.

Mukden Air Force Moved to Siberian Border.

It is reliably reported that the Mukden air force with all conditioned airplanes have been moved to Suifenho and Manchouli to take part against the Soviets.

John Magruder

John Magruder
Major, General Staff,
Military Attache

No encls.
elh

0125

DECLASSIFIED BY NND740058

James K. Nearing 7/26/86

The Vickers-Vimy machines were brought to China in 1919. Of the 53 Avros, not more than 15 are modern Avro-Avions, the remainder are war-time Avro training planes of the type used by the British for training during the World War. Most of these machines also came to China in 1919 as part of the Vickers Loan shipment. The 32 Caudrons are among the very early World War types, while it is known that neither of the De Havilands have been in the air in several years. Of the 10 Chinese planes, five completely out of commission were observed by Lieut. White within the past two months.

While it is known that a large number of airplanes belong to the Mukden government, the great majority of these can be classified in no other way than as "junk". The serviceable planes belonging to Mukden consist solely of the 20 new Potez and 7 Junkers machines. Undoubtedly a number of the Breguet planes can be used for airdrome flying but they are unquestionably unfit for any sort of service. The officials of the Mukden airdrome admit that the motors installed in these Breguets require complete overhauling every 40 flying hours.

John Magruder,
John Magruder,
Major, General Staff,
Military Attache

elh

James K. Neering 3/26/86

0131

"Under another paragraph of the agreement, the Chinese Government has to pay the American party G\$1.50 remuneration on every mile they fly with a load of one lb. Now, the airline between Shanghai and Hankow is a little over 500 miles and each airplane weighs 800 lbs., and acting upon the above pay basis, the Chinese Government has to pay \$43,000 Mex. at every flight made between Shanghai and Hankow.

"The National Aviation Corporation has been operating for the last three months. The receipt of November's air mail totals to \$30,000. But, under the agreement, the National Government has to pay \$100,000 monthly."

Mail Carried by China Airways.

During the first week of operation of the China Airways route between Shanghai and Hankow (October 21-26) only 11 pounds of mail were carried but during the week November 25-30, 1,060 pounds were taken by air over this route. This phenomenal jump is partly due to the fact that all other means of communication were interrupted.

Airplane Sales in China, 1929.

The United States Trade Commissioner in Shanghai reports the following importation of airplanes during 1929:

5 Ryans	- Hankow	20 Folk-Wulf	- Nanking
10 Avians	- Canton	2 Large Junkers	"
1 Ryan	- Hongkong	9 Small Junkers	"
5 Wacos	- Canton	4 Potez	"
1 Ryan	- Yunnanfu	8 Stinsons	"
1 Waco)	- Chungking	2 Potez	"
1 Eagle)		1 Grasmacha	"
10 Moths	- Nanking	1 Curtiss Fledgling	"
4 Moths	- Hankow	1 Curtiss Robin	"
5 Moths	- Taiyuanfu	6 Pelicans	"
12 Potez	- Mukden	6 Moths	"

Aviation Exploration, Inc., and China Airways, Federal, Inc., Inc., U.S.A., brought out during 1929:

2 Robins	1 Ireland Amphibian
1 Falcon	5 Loening Amphibians

Ordered by Nanking: 12 Corsairs.

James K. Nearing 7/26/86

0141

which exist on paper only, as the vast majority of these never come to fruition. In this case, however, a definite awakening of the Mukden authorities is observable. This is chiefly due to their recent defeat by Soviet airplanes and the air development undertaken by the southern governments, viz., Nanking and Canton.

Chinese "Home-made" Seaplane.

The first seaplane manufactured by the Chinese was successfully flight-tested on February 16, 1930, at Shanghai. (See our Report No. 7653.)

NOTE: The substance of these "Current Aviation Activities" reports will be incorporated into digest form from time to time. A general revision of aeronautical information will be made in June of this year.



Nelson H. Margette
Lieutenant-Colonel, Field Artillery,
Military Attache.

elh

James K. Neuman 7/26/86

0142

AMERICAN LEGATION 4-1
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

MAY 8 2078-93
April 9, 1930

No. 7696

Subject: Current Aviation Activities.

To: A. C. of S., G-2, War Department, Washington, D. C.

RECEIVED G/2 W. D. MAY 8 - 1930

1. National Air Mail Bureau. The State Council recently promulgated regulations governing a new National Air Mail Bureau of the Ministry of Communications. The regulations define the functions of the new communication organ as follows:

1. To determine the aerial mail and passenger routes throughout the country.
2. To attend to all affairs pertaining to the air mail service.
3. To complete and carry out international air mail and passenger service arrangements.
4. To authorize and designate aviation interests in the undertaking of the management of the air mail service.
5. To supervise all preparations in connection with commercial aviation.
6. To be responsible for the engagement of aviators and other staff members attached to aviation interests undertaking air mail service.

2. Japan -China Air Line. The Japan Air Transport Company has completed its last test flight on the route between Fukuoka, Japan, and Shanghai, China. The Japanese company's machine arrived in Shanghai at 3 p.m. on March 30, and returned to Japan the following morning, without incident.

3. China Airways, Federal Incorporated, U.S.A. Mr. Ernest Price has resigned his position as President of the China Airways. It is understood that he will become connected with a new company which will handle certain of the Curtiss-Wright products in China. This latter firm will also be foreign owned.

TDW-elh

Nelson E. Margetts
Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

James K. Neumayr 7/26/86

0143

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

MAY 22 1930
2078-95
April 21, 1930
17
DEPARTMENT

No. 7706

Subject: Current Aviation Activities.

To: A. C. of S., G-2, War Department, Washington, D. C.

RECEIVED G/2 W. D. MAY 22 1930

1. Reference our series, the last of which is No. 7696, the following is prepared by Lieutenant Thomas D. White, Air Corps:

Reorganization of Mukden Air Force.

The organization heretofore known as the Aviation Bureau of the Mukden Government has been designated as Headquarters of the North-eastern Air Forces. General Chang Hsueh-liang assumed the title of Commander-in-Chief on March 31. General Chang Huan-hsiang will be the active head.

In connection with the reorganization, training schools for pilots and mechanics are to be established with French, Japanese and Russian instructors.

When definite steps are taken these projects will be reported in full.

Permits have been issued by General Chang Hsueh-liang for the importation of one Czechoslovakian, one French and one British demonstrator fighting planes, through which means the foreign firms concerned hope to make sales to the Mukden Government.

Revision of China Airways Contract.

A representative of the American Curtiss-Wright Corporation arrived in Shanghai during the week of March 20, to look after the above company's interests in connection with the pending revision of their contract with the Chinese Government.

Nanking Aviation Training.

Candidates for air training in the Nanking Government's air force are not now required to enlist. Anyone properly qualified physically and who can pass certain elementary mental examinations may become a student pilot. A small amount of ground work precedes elementary flight

in China as rapidly as they may be needed. The operating Company would receive no direct contract compensation, but in case of loss each party would share the same quality.

"The Air Mail fees would be made according to the International Mail Conference on a 20 gram per letter basis for any distances, at 12 cents per letter.

"According to the original contract made between the Government and the China Airways, 15 cents is charged for a 10 gram letter, besides a further compensation to the China Airways Co., Fed. Inc., in the form of notes. With this contract the Government has suffered great loss.

"The Minister of Communications is giving the proposal of the 'Flying Horse' Co. serious consideration in order to arrive at a solution and policy for an international partnership company to promote the development of all Air Mail transportation and other commercial aviation transportation services in China."

Siberian Air Project.

The Soviet Government plans to erect an air base at Wrangel Island (extreme northeast of Siberia). From Wrangel Island an air line will connect Yakutsk and Irkutsk.



Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

elh

James L. Neering 7/26/86

0147

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA.

May 5, 1930

No. 7720

Subject: Current Aviation Activities.

To: A. C. of S., G-2, War Department, Washington, D. C.

RECEIVED G/2 W. D. JUN 6 - 1930

1. Reference our series, the last of which is No. 7706, the following is prepared by Lieutenant Thomas D. White, Air Corps:

Szechuan Military Aviation.

General Liu Hsiang, Tupan of Szechuan, has taken steps to strengthen his position by the purchase of foreign airplanes. It is reported that nine military airplanes have been ordered, three French, four German and two American. It is definitely known that four French machines, accompanied by a French aviator, have been sent from Hankow.

A flying school has recently been inaugurated in Szechuan with sixty students and one German instructor.

The issue of huchaos for the above machines indicates close liaison between Liu Hsiang and the Nanking government.

New American Aviation Sales Company.

Mr. Ernest B. Price, former U. S. Consul in Nanking, and more lately President of China Airways, Federal, Inc., U.S.A., upon resigning the latter position has become the head of a new corporation known as the China Aircraft Company. It is understood that this organization will be the sales representatives in China for the Curtiss-Wright interests.

John Magruder
John Magruder
Major, Field Artillery (DOL)

elh

James K. Nevin 7/26/86

0154

G-2 Report

CHINA (Aviation)

Subject: Aviation Digest

of the bombs fail to explode. During the bombing of Peking by Fengtien planes in April, 1926, small bombs were dropped, of which only about 25% exploded; several women were killed while the material damage was negligible. There is no record of gas bombs having been used by Chinese airplanes.

6000 - Military Aviation System and Policy - General. NEW

There is no general military system in China. Plans for combined missions as a national policy do not exist. Aviation units belong to the individual war lords and act or refuse to act in accordance with orders of their individual commanders.

There are no aviation reserves.

6100 - Organization - Military Aviation - General. NEW

In the Central Government (Nanking) the Bureau of Aviation, a section of the Ministry of War, controls military aeronautics. The Bureau of Aviation is composed of:

- 1) General Affairs Department:
 - a) Documents
 - b) Financial Division
 - c) Miscellaneous Division
- 2) First Department:
 - a) Military Affairs Division
 - b) Education Division
 - c) Publication Division
- 3) Second Department:
 - a) Aerial Navigation Division
 - b) Mechanical Division
- 4) Committee of Experts.

The above impressively detailed organization controls only the aviation centered about Shanghai and Nanking. In other words, the Aviation Bureau has under its jurisdiction some seventy machines, or about the number assigned to a medium sized air corps station in the United States. General Chang Hui-ch'ang, an American returned student, is the head of this Bureau.

Other important areas of China having aviation units, together with the organizations controlling, are as follows:

Kwangtung Province: Canton Aviation Bureau.

Manchuria: Headquarters of the Northeastern Air Force (Mukden)
(The Commander-in-Chief is Gen. Hsu Shih-ying, a French returned student)

Shansi (and all that territory under the control of Yen Hsi-shan)
Headquarters of the Commander-in-Chief of the Land, Sea and Air Forces.

The assignment of aircraft units to armies, corps, etc., is not prescribed and aviation is used whenever and as available.

James K. Nearing 3/26/86

0158

G-2 Report

CHINA (Aviation)

Subject: Aviation Digest.

Mukden: The Manchurian provinces send candidates for flying instruction to the air school at Mukden; however, during the past two years no regular primary training has been in progress due to lack of equipment.

This school formerly turned out an annual class of about 50 mediocre pilots. Caudron machines were used for elementary instruction, while Breguet observation planes constituted the equipment for advanced instruction.

Recently 25 modern Potez observation planes have arrived. Six DH Moths are on order and primary instruction will be resumed upon their arrival.

The Mukden school is largely under French influence; most of the Chinese instructors being French returned students. At present one French pilot and one French mechanic are attached to this school. At least two of the Chinese pilots were trained in Japan. Russian aviators are always available in Mukden when needed as instructors.

TDW

John Magruder
John Magruder
Major, Field Artillery (DOL)

Distribution:
4 MID
1 Tientsin
1 File

James K. Nearing 7/26/86

0158

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA.

May 19, 1930

No. 7730

Subject: Current Aviation Activities.

To: A. C. of S., G-2, War Department, Washington, D. C.

RECEIVED G/2 W. D. JUN 18 1930

1. Reference our series, the last of which is No. 7720, the following is prepared by Lieutenant Thomas D. White, Air Corps.

Use of Airplanes in Present Civil War.

Reports that the Nanking Government has been bombing certain of the Northern faction's concentration points are confirmed by foreign news despatches. Chengchow, Kweiteh and Kaifeng are said to have been the objectives. The damage done was largely to civilians, 100 houses having been reported destroyed and 47 civilians killed at Chengchow on May 6.

The total lack of understanding of the employment of aircraft is indicated in the erection of anti-aircraft guns on Coal Hill in Peiping as a preparation against an air raid from Nanking.

Manchurian Air Advisers.

Flight Captain Otsuka, instructor in the Military Cadets' Academy in Tokyo, and Flight Captain Harada, instructor in one of the Japanese military aviation schools, have been appointed air advisers to the Manchurian Northeastern Army at Mukden.

Vought Corsairs in China.

According to private information received from Mr. Ernest Price, former President of China Airways and now engaged in selling airplanes in China, the recently arrived Vought Corsairs have been having their troubles. One machine had a forced landing and fell into the hands of bandits; Feng Yu-hsiang, hearing of this seized it before the Nanking Government could produce the ransom demanded. Another machine was shot down by the Northern faction. A third has had a forced landing but is supposed to have reached the home base eventually.

Jim K. Nemy 3/26/86

0162

A recent test flight over this route from Moscow to Harbarovsk was completed in 41 flying hours; by rail 10 days are required. Air mail (not included in Chinese postal arrangements) is being handled by the Soviet Government on the Harbarovsk-Irkutsk-Moscow line on alternate days.

French Military Flight to Canton.

Three French military machines made a flight from Hanoi to Canton. One of the machines was forced down 30 miles from Macao and was immediately pilfered by natives. The French pilot's papers and baggage were stolen.

N. E. Margetts
Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

No encls.
elh

James K. Nearing 3/26/86

0167

3-1
2078-95
July 28, 1930
WAR DEPARTMENT

No. 7782.

Subject: Current Aviation Activities.

To: As.C. of S., G-2, War Department, Washington, D. C.

RECEIVED G/2 W. D. SEP 3 1930

1. Reference our series, the last of which is No. 7768 the following is prepared by Lieutenant Thomas D. White, Air Corps:

New American Air-mail Contract.

The full text of the newly promulgated contract between the Chinese Government and the American Curtiss-Wright interests is given in a separate report. A contract between the China National Aviation Corporation and the Chinese Directorate of Posts is also submitted.

Under the provisions of the first of the above contracts it has been announced the Board of Directors will be as follows:

Chairman ----- Wang Peh-chun, Minister of Communications.
Vice-Chairman and--
Director of Operations--Minard Hamilton, formerly Vice-President
of the old China Airways, Fed. Inc.,
U. S. A.
Member of Board--Max Pollin, representative of the Curtiss
Airplane Company in China.
Member of Board--Liu Shu-fan, Director General of Posts.
Member of Board--Wei I-fu, Vice-Minister of Communications.

Pratt and Whitney Representatives in China.

L. E. Gale & Company of Hankow and Shanghai have been appointed the representatives of the Pratt and Whitney Aircraft Corporation in the Orient.

Japanese Instructors in Mukden.

Additional information has been received regarding the assistance rendered to the Northeastern Air Forces by Japan.

The three pursuit planes lent to Mukden by Japan are old French spads. There are now twelve Japanese instructors at the

James L. Nearing 7/26/86

0168

Mukden Aviation School, of whom six are pilots.

Three demonstration machines have been sent to Mukden by manufacturers in an attempt to interest the government in making purchases of aircraft equipment.

Two of the above machines are Czechoslovakian. One of these is an Avia BH33 powered with a Jupiter type of engine. This machine was sent out by the Skoda works and is equipped with machine guns and a supply of ammunition. The type of the second Czech machine has not yet been observed.

The remaining machine is a French Dewoitine, D-27 with Hispano-Suiza 650 h. p. engine.

Long Distance Flight by Italian.

Lombardi, an Italian aviator, flying a light plane of Italian manufacture completed his flight from Italy to Japan on July 22 when he landed at Hiroshima, Lombardi flew via Siberia, Mukden and Korea making the flight of 12,000 kilometres in eight days, or five days less than the record established by D'Oisy. This flight is an indication of what might be done in intercontinental air transportation as soon as Russia is opened to intercontinental traffic.



Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

James K. Nearing 7/26/86

0172

AMERICAN LEGATION

OFFICE OF THE MILITARY ATTACHE,
PEKING, CHINA.2078-95
193027
14

September 24, 1930

No. 7834

Subject : Letter from Lieutenant T. D. White, Air Corps

To : A. C. of S., G-2, Washington, D. C.

RECEIVED G/2 W. D. OCT 23 1930

1. The attached letter from Lieutenant T. D. White, Air Corps, is submitted for the reason that it sheds light on aviation matters and records interesting rumors from Shanghai.

PGT/edb

1 encl

Nelson E. Margetta
Nelson E. Margetta
Lieutenant-Colonel, Field Artillery
Military Attache

James K. Neering 3/26/86

0173

COPY OF LETTER FROM LIEUTENANT T. D. WHITE :

Em
OCT 24 1930
2078-95
27
WAR DEPARTMENTShanghai, China
Sept. 16, 1930

Dear Colonel Margetts:

These last two days I have been busy tramping from one aviation place to another and will give you what I have picked up briefly and will work it up into better form when I return.

Bert Hall was "canned" by the Chinese and is now running a garage in Nanking. This is well confirmed -- they really let him off, though I hear he is still due some salary! Shumaker has gone to the States for T. V. Soong, apparently. What he has gone for is not confirmed, only rumored that it is for T.V. He has not given up his connections with the Chinese.

Price left Shanghai because he was in so bad with the Chinese that he could sell them nothing, nor even gain entree anymore. He made them lose a lot of face over the belated payment due the China Airways, by giving it a lot of publicity.

Unfortunately Hamilton and Harry Smith are away on a pioneering trip to Ch'ung-king. Tonight's paper reports that they have been ordered back after reaching Ichang. General Liu Hsiang, who controls the upper Yangtze, did not grant permission to make the flight, and the Nanking people fear that the plane would be confiscated. It simply simmers down to the fact that Liu Hsiang hasn't been offered any of the profits of the company.

The Ministry of Communications Air Line is definitely consolidated with the China National Aviation Corporation now. I talked with Machle who formerly ran the Ministry of Communications line. The planes of that line were taken over by C.N.A.C. at a very large figure, much more than they were worth, when the two companies were consolidated. This makes the capital the Chinese have to put up relatively less.

Machle is now trying to sell airplanes with a chap named Pattison who hasn't a very savory reputation here. Baskey left China in a huff with Gale over the profits on the latest Voughts which came out here. A young chap named Enders worked with Baskey and at T. V. Soong's instigation arranged the purchase of these ships direct. Gale went to the States and threatened to sue the Vought Company. They settled out of court for \$84,000 U.S. Currency. The point I'm trying to indicate is that there are a lot of crooked throat-cutting adventurers out in China trying to sell airplanes. The Curtiss-Wright people, on the other hand, have been most efficient and more than fair.

James K. Neering 3/26/86

0174

Copy of letter from Lieut. White - Sept. 16, 1930

2.

Twenty Voughts have just been set up and sent to Nanking. The Chinese have bought a total of thirty-two. Of the Douglas machines, four have been lost -- Shumaker's No. 2 Chinese admitted that.

There are many conflicting reports about the war situation. The formation of the "grey" clique of generals in Shantung is apparently not taken as seriously as one would think. Nanking has always more or less distrusted Han, Shih and Ma, etc. These generals know and Nanking knows that as soon as the South is victorious it would be disbandment and finish for all that crew. Hence Nanking has not expected to keep their loyalty.

With regard to Chang Hsueh-liang, Hallett Abend gave me what he had on it, and as I admire Abend very much I am inclined to believe as he does. He says that after the mutiny at Shanhaikuan several weeks ago, Chang Hsueh-liang was personally very bitter against Nanking and would like to have gone in on the side of the North. Nanking also alienated the Young Marshal by distributing money to the Kirin troops. However, the older members of the Manchurian Political Council persuaded him to continue his neutrality. Mukden, now, will not make any military moves for either side and will not attempt to arbitrate until both sides are willing to come out and ask for Manchurian good offices in the matter. Mukden does not care to see Nanking any nearer the Great Wall than it is now and is also worried about the failure of the negotiations in Moscow over the railroad.

Yen Hsi-shan is no longer considered a factor here. Only Feng looms as a menace. This affair will not be ended for many months to come. An armistice might be reached but it would be only temporary -- and thus go the rumors and opinions in Shanghai. As a matter of fact, there are very few people here who know that a war is on -- except that business is terrible!

Sincerely yours,

(Signed) Thomas D. White
1st Lieut. Air Corps, D.O.L.

James K. Nearing 7/26/86

0178

No. 7848.

-4-

Wei I-fu

Vice-Minister of Communications; a Chinese member of the Board, C.N.A.C. Not familiar with aviation; also one of Wang's henchmen.

Harry Smith

Chief pilot of C.N.A.C. Formerly Operations Manager of China Airways. Smith is an old air mail pilot with some 7,000 flying hours to his credit. In every way highly qualified in practical aeronautics, and in addition he possesses a fine personality.

Canton Air Line Proposed

6. Since these reports are sent to the Department of Commerce, aeronautical projects which augur some likelihood of being consummated will be noted hereafter.

An unconfirmed report states that the Kwangtung provincial treasury has agreed to allot \$50,000 monthly to promote a commercial air service between Canton, Wuchow, Swatow and Hainan.

Colonel Huang Kwang-yu, Director of the Canton Aviation Bureau, is heading the organization. Ryan planes are contemplated for use on this line.

Manufacturing Charter

The Nanking Government has granted authority to Hugo Reiss of Hugo Reiss & Co. (American) and Fong Tze-chao, to form a corporation which will manufacture airplane parts and accessories in China. The company has been registered by the Ministry of Industry, Commerce and Labor.

TDW/edb

Nelson T. Margetts
Nelson T. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

James L. Nemmy 7/26/86

0184

2.

An improvised photographic laboratory has been made by the Russian personnel.

The atmosphere in this organization was business-like and efficient. All of the Russians have served in the Manchurian air force for five years or more. Colonel Leykin was with the French aviation during the World War and Kulebiakin, the observer, served in Persia with the British R.A.F.

In reply to questioning they were unanimous in their assertion that they were well-treated and respected by the Mukden Government. Chinese mechanics observed all spoke Russian fairly well.

TDW/edb

L. No. 7891



Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

James L. Nemmy 7/26/86

0194

to admitting a Soviet link to the service for that part of the line over Russian soil, but it is more probable that both the Chinese and German authorities will be content with operating only as far as Mukden (or Manchouli).

Newspapers report that the offices of the Company were formally opened at Shanghai on February 1, 1931.

Flight by French Planes.

On December 19, 1930, a squadron of 5 French military planes arrived in Yunnanfu, Yunnan, after a non-stop flight of three hours and fifty-five minutes from Hanoi. The planes were the French Potez No. 25, 450 h.p. observation and bombing machines. The squadron returned to its base on December 26, 1930.

MBD

Nelson C. Margetts
Nelson C. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

James L. Neumayr 7/26/86

0196

Chang Hsueh-liang Purchases Ford Plane.

Marshal Chang Hsueh-liang has purchased a Ford tri-motored plane. The plane is one he used in returning to Mukden from Tientsin last month.

Aviation Corps at Tsingtao.

The North East Associated Squadron (Marshal Chang Hsueh-liang) is maintaining a detachment of six amphibians at Tsingtao. Two Russian instructors are on duty with this detachment. They were formerly officers in the old Imperial Russian Navy.



Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

James L. Neering 3/26/86

0197

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA.

APR 10 2078-95 39
March 12, 1931

No. 7960

Subject: Current Aviation Activities.

To: The A. C. of S., G-2, War Department, Washington, D.C.

RECEIVED G/2 W. D. APR 9 1931

1. Reference our series, the last of which is No. 7948, the following is submitted:

Peiping-Shanghai Air Mail.

The first trial flight of the C.N.A.C.'s service between Shanghai and Peiping was completed on March 7, 1931. The pilot plane left Shanghai on March 1st and after some several delays arrived in Peiping. Stops were made at Nanking, Hsuehchow, Tsinan and Tientsin. The line of the Tsinpu Railway was followed from Nanking to Tientsin.

Nanyuan (about 8 miles south of Peiping) has been selected as the northern terminus.

Six, 4 passenger, Stinson planes are to be used in this service. At first only mail will be carried but passenger service will be inaugurated later. Postage rates for domestic letters of ordinary weight will be fifteen cents additional to the regular postal fee. The passenger fare will be \$150.00.

At the time this report is submitted, the pilot plane has not yet taken off on its return trip.

The service will probably be in operation before the end of next month.

Shanghai-Berlin Line.

Reference No. 7943, February 13, 1931 (this series), two of the four Junkers planes are now reported as having arrived in Shanghai. Eight of the fourteen German air experts engaged by the Corporation are also said to have reached that city.

James K. Nearing 3/26/86

0199

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA.

4-1

April 1, 1931

2078-95

WAR DEPARTMENT

No. 7980

Subject: Current Aviation Activities.

To: The A. C. of S., G-2, War Department, Washington,
D.C.

RECEIVED G/2 APR 20 1931

1. Reference our series, the last of which is No. 7960,
the following is submitted:

Peiping-Shanghai Air Mail.

The monoplane "Tientsin", which arrived in Peiping on March 7th on the first trial flight of this service, took off on March 12th on its return trip to Nanking. It arrived there the following afternoon. Regular service was scheduled to start on April 1, but has now been postponed until April 10.

Shanghai-Berlin Line.

Two planes of the Eurasia Aviation Corporation arrived in Peiping from Shanghai on March 15th on an experimental flight between Shanghai and Manchuli. They left the Honjo aviation field at 8:20 a.m. and landed here at Nanyuan at 2:40 p.m. the same day. Both planes were piloted by Germans. The machines are monoplanes of the W 33 type, built in Germany. It is learned from a most reliable source that the planes which the Lufthansa Company have sold to this service are not new, although the contract specifies that they are to be so. They have been flown in Germany for the past five years. Captain DePass of this office inspected the planes after their arrival here. It was pointed out to him by personnel of the Fengtien air unit, then also stationed at Nanyuan, that the planes were so constructed as to be readily converted for military use. A rear cockpit, though now closed over, is bound with the metal ring on which machine guns are mounted.

One of the planes made a flight to Dolonor and back on March 20.

Two more machines for this company arrived in Shanghai during March. One of these planes left that port on April 1, and arrived in Peiping on the same date. It is announced that this plane inaugurates the through service. It

James K. Neering 3/26/86

0201

by the foreign minister or consul concerned and crafts must be subjected to search for contraband.

Shanghai-Manila Air Mail Disaster.

On Friday, January 23, 1931, Mr. Glenn Warren Brophy, Manager of the Aviation Division of the L. E. Gale Co., left Shanghai for Manila via Foochow and Canton. Mr. Brophy was flying a "tiny Waco Model F" plane. The purpose of the projected flight was to stimulate interest in commercial aviation in the Philippine Islands.

After several trying experiences Mr. Brophy finally landed at Canton on or about February 18. Bad weather held up the start for Manila until March 19. On that day he took off from Macao for the 650 mile hop across the South China Sea. No trace has been found of him since.

elh
No encls.

Nelson E. Margetts
Nelson E. Margetts
Lieutenant-Colonel, General Staff,
Military Attache

James K. Nearing 7/26/86

0202

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA. 4-1

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2078-95
April 15, 1931
41
WAR DEPARTMENT

No. 7998

Subject: Current Aviation Activities.

To: A. C. of S., G-2, War Department, Washington, D. C.

RECEIVED G/2 W. D. MAY 12 1931

1. Reference our series, the last of which is No. 7980, the following is submitted:

Peiping-Shanghai Air Mail.

This service, which was scheduled to start on April 10, has again been postponed. French military authorities object to the landing site selected in Tientsin, as it is only reached via roads built and maintained by the French garrison and reserved for their use. Pending the settlement of this difficulty, Tientsin will probably be passed over. The service is expected to be in operation at an early date.

Shanghai-Berlin Line.

The plane which arrived here on April 1, on an announced through flight to Berlin, went no further than Manchouli. Apparently no arrangements have yet been made for flights over Soviet territory. It is not expected that this service will be extended beyond the U.S.S.R. border for some considerable time. Several flights have been made to Dolonor presumably to select landing sites.

Student Aviators Receive Diplomas.

83 student aviators of the Central Military Academy at Nanking graduated from that institution on March 20, 1931.

elh

N. E. Margetts
Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

James K. Neering 7/26/86

0206

take thirty-four (34) hours. Planes are changed at Peiping. The line includes mail and passenger service. Preparations are being made for night flying between Nanking and Peiping.

Peiping-Shanghai Air Mail.

This line announces the opening of this service between Nanking and Peiping to passengers. Rates will be as follows:

Nanking-Hsuehchow	\$60.00 (Mex.)
Nanking-Tsinan	100.00 "
Nanking-Peiping	200.00 "

Service was suspended on June 9th so that the planes may be re-equipped with stronger motors to enable them to handle the combined mail and passenger service. The company estimates that it will take four weeks to re-fit the planes on this line.

For and in the absence of the Military Attache:

Parker G. Tenney
Parker G. Tenney
Captain, Field Artillery,
Assistant Military Attache

No encls.
elh

James K. Neimyer 7/26/86

0212

5440
Established Airdrome
and Seaplane Bases

HANKOW - cont'd.

6. Communications - cont'd.

- (b) Railways Hankow-Changsha, Hankow-Peiping.
- (c) Good highways from field to city, but with no regular transportation (CNAC car); old imperial highway to Canton and Peiping.
- (d) Steamer service on Yangtze also available; air passenger service up to Ichang, and down the Yangtze to Shanghai.

7. General Remarks:

- (a) Medical aid available in city.
- (b) Farm land available for enlargement of field.
- (c) Graduate of Shanghai observatory is stationed at the field in connection with the CNAC mail service, and weather reports are exchanged daily with Shanghai.
- (d) Excellent landing for amphibians and seaplanes on the Yangtze River.
- (e) Three miles east of Wuchang (across the Yangtze River from Hankow), and on the border of the Nan Hu (lake), is the Nan Hu Airdrome, a government repair depot, which has a very large field, several hangars, and facilities for both land and water ships. Excellent landing surface, as the area has been a military drill ground for many years.

James K. Nemmy 7/26/86

0213

5445
Possible and Emergency
Landing Fields and Sea-
plane Bases

NO. 13.

ICHANG

4- 2078-95 1931
AUG 25 45
WAR DEPARTMENT

1. Class:

Seaplane landing; abandoned military aviation field, now used as drill ground and athletic field, might be used for emergency landing.

2. Location:

(a) Hupeh Province, city of Ichang, on the river at the south end of town, below the Socony installation (one mile below town); abandoned field on north side of town.

(b) 30° 40' N. Lat.; 111° 21' E. Long.

(c) 170 feet above sea level.

(d) Generally low hanging fog in the morning, clearing about ten o'clock.

3. Information Necessary for Pilot:

(a) Low mountain ranges, the beginning of the Yangtze Gorges, flank the river for about 15 miles - bad for forced landing with land plane; there is a pagoda and brickworks south of town near the mooring buoy.

(b) Size of emergency field indeterminate.

(c) Mooring buoy, black-and-white striped; no other markings.

(d) Good river landing.

(e) No obstructions.

4. Supplies and Repair Facilities:

(a) Gasoline, oil, water, available.

(b) Neither repair shops nor mechanics.

5. Accommodations:

(a) No hangars, air mail planes standing out.

(b) Personnel can get accommodations at Socony Installation, Asiatic Petroleum Company, local inns, and/or steamers in port.

6. Communications:

(a) Government commercial telegraph and radio; China National Aviation Corporation's radio; local telephone.

(b) No railways.

(c) No highways or motor transportation; projected highway to Changsha may be completed within one year.

(d) Yangtze River steamers; mail and passenger service by air to Shanghai.

DECLASSIFIED BY NND740058

James L. Nearing 3/26/86

0214

5445
Possible and Emergency
Landing Fields and Sea-
plane Bases

ICHANG - cont'd

7. General Remarks:

Medical aid available from any foreign war vessel that may be in
port.

James K. Nearing 7/26/86

0215

5445

Possible and Emergency
Landing Fields and Sea-
plane Bases

NO. 14

KIUKIANG4-1 AUG 20 1921
2078-95
45
WAR DEPARTMENT

1. Class: Seaplane landing; emergency field on river foreshore.
2. Location:
 - (a) Province of Kiangsi, at Kiukiang, both landings being about one-half mile up the river from the city, the emergency field being just off the low-water river bank.
 - (b) 29° 42' N. Lat.; 116° 6' E. Long.
 - (c) 50' above sea level.
 - (d) Seasonal changes of temperature; occasional fog; frequent strong wind and low clouds, with rough water.
3. Information Necessary for Pilot:
 - (a) Mountains well behind the city, with numerous small lakes in the surrounding country; city of Kiukiang lies near the Poyang Lake; a metal factory smokestack stands near the landing float.
 - (b) Emergency field about 600 yards in length.
 - (c) Landing float marked with white letters "C N A C".
 - (d) Good landing for seaplanes and amphibians; emergency field can be used at time of low water only, the area being under water at flood stage.
 - (e) No obstructions.
4. Supplies and Repair Facilities:
 - (a) Gasoline, oil, water, available.
 - (b) No repair facilities or mechanics.
5. Accommodations:
 - (a) No hangars; air mail planes stand out.
 - (b) Socony Mess, the Catholic Hospital, and native inns, are available for personnel's accommodation.
6. Communications:
 - (a) Government commercial telegraph and radio; China National Aviation Corporation radio; local telephone.
 - (b) Kiukiang-Nanchang Railway.
 - (c) Old Imperial Highway to Peiping and Canton, unusable for motor traffic.
 - (d) Yangtze River steamer service; steamer service across Poyang Lake and up the Kan River in Kiangsi; mail and passenger air service to Shanghai and Ichang.

James K. Nearing 3/26/86

0216

5445
Possible and Emergency
Landing Fields and Sea-
plane Bases

KIUKIANG

7. General Remarks:

(a) Foreign gunboats standing by can usually give medical aid and emergency assistance.

(b) Possibility for field development; also, emergency field might be enlarged and conditioned.

(c) There is a very large new field at Anking, Anhui, about one-half mile square, with a road leading into the city. It is a military field, and the scene of considerable aviation activity.

James L. Nearing 7/26/86

0218

Canton Notes.

A report from Hongkong, July 10, indicates that the Canton Government has signed an order with a "leading local firm" for 14 bombers, 4 fighters armed with 2 machine guns each, and two scouting planes. This order is expected to be filled in Canton early in August.

Though the American State Department would not permit Douglas to fill an order from Canton for 30 bombers it appears that some other country is not being so scrupulous.

The Shanghai-Berlin Line.

The Shanghai-Berlin line is still not functioning. Negotiations are still being conducted between Nanking and the Mongolian authorities. The German captive fliers are reported to be wounded but well cared for. Efforts to release either the plane or the wounded aviators have so far not met with success.

N E Margetts

Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

No encls.
elh

James L. Nearing 7/26/86

0221

China National Aviation Corporation:

A report, early in August, indicated that the China National Aviation Corporation would inaugurate the Shanghai-Hankow-Chungking section of the Shanghai-Chengtou air mail and passenger service on the 15th of August. No other reports having been forthcoming it is believed that the floods about Hankow have disrupted the project.

The first accident reported since the inauguration of the Hankow-Ichang air line occurred on August 11, when the regular mail plane, landing at Hankow, upset and sank in the river.

Plans and charts for a Ninghsia-Hankow and a Lanchow-Harbin air mail and passenger service have been submitted to the Executive Yuan and approved. The Corporation has been instructed to send representatives to make surveys of the two proposed air routes.

Peiping-Paitaiho Air Service:

The airways between Peiping and Paitaiho are in constant use. The Eurasia Aviation Corporation makes two round trips a week. Planes of the Young Marshal, who is still in Peiping, make frequent trips with official mail and passengers. Count de Sibour commutes with his friends between the two places. A journey of slightly less than one and one-half hours by air compared to a ten hour trip by train reacts favorably for air transport.



Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

No encls.
elh

James K. Nearing 3/26/86

0236

AMERICAN LEGATION Y-1
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA.

CHIEF OF STAFF
MIL. INTEL. DIV.

October 29, 1931

NOV 20 78-95
NOV 20 1931
DEPARTMENT

No. 8128

Subject: Current Aviation Activities.

To: The A. C. of S., G-2, War Department, Washington, D. C.

RECEIVED G/2 W. D. NOV 25 1931

1. With reference to our series, the last of which is No. 8124, the following is submitted:

Central Government Notes.

Willing pilots have at last been found to fly the Junkers K-47's. These ships, together with the recently purchased Douglas bombers, were flown to Nanking and from there taken to a less exposed air port in the interior. The present location of the planes is unknown at this writing; however, the change of station is due to fear of destruction or capture by the Japanese.

General Chiang Kai-shek and Mr. T. V. Soong are frequent users of the new big Sikorsky S-38. Mr. Harry Smith, the pilot of this ship, is a man of some fourteen years of flying experience, with between six and seven thousand hours to his credit. Mr. Smith was at one time an American mail pilot and later was the original operations officer of the Yangtze River air mail line. The Sikorsky's first long flight, that has been noted by this office, was made recently when it brought the British Minister with several of his staff to Peiping. To-day, October 29, it returned to Nanking, taking as a passenger Marshal Chang Hsueh-liang.

The United Aircraft Company's (U.S.) demonstration pilot, Mr. Julian Barr, is temporarily flying the Young Marshal's tri-motored Ford plane. It is said that he is flying as a relief for the regular pilot, Mr. Perry Hutton, who is sick.

Canton Notes.

It is reported that the Canton Government is erecting an aerodrome at Chenchow in southern Hunan.

Mukden Notes.

There are continued reports of Japanese bombings in Manchuria.

Reports state that the Japanese are erecting a large aerodrome at Kirin. Their air field at Changchun is nearing completion.

James K. Nanning 7/26/86

0246

express service operating between Haiphong, Hanoi and Saigon. The duration of the trip from Saigon to Marseilles is eleven days.

For and in the absence of the Military Attache:

Parker G. Tenney

Parker G. Tenney
Captain, Field Artillery
Assistant Military Attache

WGW
elh

DECLASSIFIED BY NND740058

James L. Nearing 7/26/86

0274

319.1 (MA)

2nd Ind.

THE COAST ARTILLERY SCHOOL, Fort Monroe, Virginia, May 21, 1932 - To The
Assistant Chief of Staff, G-2, W. D., Washington, D. C.

Noted.

For the Commandant:

1-Incl - no change.

OFFICE CHIEF OF STAFF
MAINTENANCE DIV.

MAY 23

2078-926

TCC-CFG

WAR DEPARTMENT

Rollin L. Tilton

ROLLIN L. TILTON,
Major, C. A. C.,
Secretary.

James L. Neumayr 3/26/86

0278

G-2 Report

5190

CHINA (Aviation)

Subject: Current Aviation Activities

Sinkiang. It is reported, believed reliably, that Sinkiang is arranging to buy two more Russian planes. Development in the air is expected with the assistance of Russian instructors, pilots and materiel.

For and in the absence of the Military Attache:

Parker G. Tenney

Parker G. Tenney
Captain, Field Artillery
Assistant Military Attache

WGW

Distribution:
5 MID
1 Mr. Howard
1 File

James K. Nearing 7/26/86

0283

G-2 Report

5190

CHINA (Aviation)

Subject: Current Aviation Activities

Between Mukden, Changchun, Harbin, Tsitsihar: Leave Mukden every Monday 7:00 a.m., arriving at Changchun 8:30 a.m.; leave Changchun 8:40 a.m., reaching Harbin 10:00 a.m.; leave Harbin 10:20 a.m., arriving at Tsitsihar 11:50 a.m. On the return lap, leave Tsitsihar at 12:30 p.m., reaching Harbin 2:10 p.m.

The above schedule from Mukden to Harbin is also repeated every Tuesday, Wednesday and Thursday.

The following table applies to the Tsitsihar-Mukden homeward flight on Friday and also to the Harbin-Mukden homeward trip on Saturday:

On every Tuesday, Wednesday, Thursday, Friday and Saturday leave Tsitsihar at 12:30 p.m., reaching Harbin 2:10 p.m., leave Harbin 7:24 a.m. next day, arriving at Changchun 9:05 a.m.; leave Changchun 9:15 a.m., reaching Mukden 10:55 a.m.

No flights are scheduled for Sunday.

It is reported by an observer recently returned from Manchuria that airdromes have been constructed by the Japanese Army at Tsitsihar, Anda (temporary), Harbin, Schwang-cheng-pu (temporary), Changchun, Mukden, Ninguta, Tunghua, Kirin, Taonanfu and Chinchow. The most important of these are at Harbin, Changchun, Mukden and Kirin, each containing 15 to 20 planes.

AG

W.S. Drysdale
W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:

5 MID
1 Mr. Howard
1 File

James H. Nearing 7/26/86

0296

-2 Report

5190

CHINA (Aviation)

Subject: Current Aviation Activities

It is reported that of the total capital, the South Manchuria Railway Company has subscribed to ¥1,500,000 or 43% of the total; the Manchukuo Government to ¥1,000,000, and the Sumitomos, Japan, to another ¥1,000,000.

The plans of the new air concern are to connect with Western Europe via the Soviet air system, and to the south to connect with the Japan Air Transport Company's line between Dairen and Tokyo to Mukden, at New Wiju.

For and in the absence of the Military Attache:

Arcadi Gluckman

Arcadi Gluckman
Captain, Infantry (DOL)

Distribution:

5 MID
1 Mr. Howard
1 File

James L. Neimyer 7/20/86

0301

C-2 Report

5190

CHINA (Aviation)

Subject: Current Aviation Activities

and duplication of service of the China National Aviation Corporation which runs the Shanghai- Chungking line.

It is reported that the Eurasia Corporation has placed an order for four more airplanes in Germany to be used on the northwest route. The aircrafts are expected to reach China early next spring.

CHINA NATIONAL AVIATION CORPORATION

Due to a large monthly deficit of the CNAC, the plans for the Shanghai-Tientsin air mail and passenger service, which was to have begun on January 1, 1933, via Haichow and Tsingtao, have been cancelled. The Corporation reports that the monthly expenditure of the concern runs up to some \$80,000, while the income netted is only \$60,000.

MANCHURIA

Five new planes of the "Patriot" type, gift of the people of Japan to the War Ministry, arrived at Mukden on December 20, after a flight from Hiroshima, Japan.

W. S. Drysdale

AG

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:

5 MID
1 Mr. Howard
1 File

James K. Vermy 3/26/86

0303

G-2 Report

5190

CHINA (Aviation)

Subject: Current Aviation Activities

MANCHURIA

The Manchoukuo Air Traffic Company has extended its service westward from Tsitsihar to Hailar. The line now extends from New Wiju in the southeast (where it connects with the Japan Air Transport Co.) to Hailar in the northwest.

NOTE: It is suggested that appropriate changes be made on the blueprint map of the Air Routes of China, G-2 Report No. 8451, December 6, 1932.

W. S. Drysdale

AG

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:

5 MID
1 File

James L. Neering 3/26/86

0310

2 Report

5190

CHINA (Aviation)

Subject: Current Aviation Activities

PROPOSED LINES

Mukden - Chengteh via Chinchow
Tsitsihar - Taheiho

It should be noted however that the branches from Changchun (Hsinking) and Harbin are maintained primarily for the convenience of the Japanese Army, and civilians are carried only when space is available.

W. S. Drysdale

AG

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military attache

Distribution:
5 MID
1 Mr. Howard
1 File

James K. Nerning 3/26/86

0313

3-2 Report

5190

CHINA (Aviation)

Subject: Current Aviation Activities

German Junkers Company and Captain Lutz, veteran pilot of the Eurasia Company, has been sent to Berlin to lead the trial flight back to China. The flight will be taken as an informal test trip to map out the air routes for direct Asia-Europe service.

However as the service must pass through Moscow and the formal approval of the Soviet Government is still to be received, the Asia-Europe line via Siberia and Russia is still in the embryonic stage.

It is stated that should this plan go through, the company would defer its plans for a Shanghai-Canton service to center its facilities for the establishment of an inter-Continental line.

MANCHOUKUO

Five additional silver and scarlet "Patriot" planes Nos. 64-68, the gift of the Japanese in Manchuria, were added to the Kwantung Army Air Force on April 11th at Dairen. The machines are British two-seater Puss Moth planes and arrived at the Choushitzu airdrome near Dairen by flight via Korea, under command of Major Kondo.

AG

W. S. Drysdale
W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:

5 MID
1 File
1 Mr. Howard

James L. Neering 3/26/86

0323

G-2 Report

5190

CHINA (Aviation)

Subject: Current Aviation Activities

It is natural that many reports will be received concerning irregularities in this huge gamble. Realizing this, the promoters have placed upon the board of supervisors some of the most trusted and respected Chinese. It is believed that this lottery is being run as honestly as is possible in China and probably as fairly as many operated in the United States.

W. S. Drysdale

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

HLB

1 map attached

Distribution:

5 MID
1 File

DECLASSIFIED BY NND740058

James L. Nearing 7/26/86

0324

OVERSIZE DOCUMENT

2078-95, Encl. 1
(82)

HAS BEEN FILMED AT THE END OF THIS ROLL.

Final L. Nanning 7/26/86

0328

G-2 Report

5190

CHINA (Aviation)

Subject: Current Aviation Activities

casual observer, who marvels that they have continued so long to survive. If true, it will mean that American planes and pilots will have practically complete control of commercial and mail aviation in China.

China National Aviation Company.

It is known that since hostilities have come to an end in Szechwan, the C.N.A.C. is now again seriously contemplating extensions of their Yangtze line into Szechwan, Yunnan and possibly Kweichow. Their Chief Pilot, Captain Allison, is now up the Yangtze River but has not determined the exact location of the lines although it is believed conditions will require that they radiate south from Chungking.

Shanghai-Hongkong-Manila Flight.

Following its safe arrival in Manila on August 16th, the giant Pan-American owned Sikorsky accomplished the return trip to Shanghai, landing at that place on September 5th. The portion between Hongkong and Shanghai was flown for the China National Airways and from Hongkong to Manila for the Pan-Pacific Airways, both lines being subsidiaries of the Pan-American Airways.

On the first trip between Hongkong and Manila the plane refueled at Labrador ? (Bojeador) in northern Luzon, while in the Philippines they made a survey flight to northern Luzon and one to the south island. On the return trip, en route to Hongkong, the plane refueled at Sual Bay. Officials stated that they considered the location of refueling stations in northern Luzon a necessity in order to obviate the carrying of excessively heavy loads of gasoline. They also stated they would recommend the use of especially large flying boats with a cruising speed of 150 miles per hour and that they expected actual operation of the line within a year or eighteen months. Ultimately, of course, this line is meant to connect with the projected California-Hawaii-Philippine line. This recent survey flight was one of those planned to make a thorough study of various routes. A southern route is being studied especially for comparison with the Honolulu-Midway-Wake Island-Guam-Manila route, no leg of which is less than 1200 miles.

South-West Aviation Company.

Grandiose schemes for aviation expansion in southern China have been formulated in Canton. There on September 15, 1933, the South-West Aviation Company held its first meeting and announced its plans. Briefly, these are that a company capitalized at some \$2,000,000 Mex. will be formed by contributions of \$500,000 from Kwangtung and \$200,000 from each of the provinces of Kwangsi, Fukien, Kweichow, Yunnan, Szechwan and Hunan. Such ideal cooperation between these provinces, of course, cannot be expected but there is a possibility of expansion, especially if foreign interests are given proper inducements and guarantees for

DECLASSIFIED BY MND740058

James L. Neering 7/26/86

0329

OVERSIZE DOCUMENT

*2078-95, Encl. 1
(83)*

HAS BEEN FILMED AT THE END OF THIS ROLL.

James K. Nearing 7/26/86

0332

G-2 Report

5190

CHINA (Aviation)

Subject: Current Aviation Activities

MISCELLANEOUS

Chinese reports state that the Ministry of Navy plans to enlarge its naval airplane factory in Shanghai in order to enable six planes to be built at one time. Another report states that the Minister of Finance, H. H. Kung, has concluded an agreement with the Junkers Company for the establishment of an aircraft factory at Loyang. Two-thirds of the total capital of from three to five million will be provided by the Chinese Government and one-third by the German firm. Both reports lack confirmation.

SIBERIA

Reports have been received from several sources that there is considerable aviation activity around Chita. All state that a large air base is being constructed there.

HLB

W. S. Drysdale
W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:
5 MID
1 File

DECLASSIFIED BY MND740058

James L. Neering 3/26/86

0346

OVERSIZE DOCUMENT

2078-95, Encl. 1
(86)

HAS BEEN FILMED AT THE END OF THIS ROLL.

DECLASSIFIED BY NND740058

James K. Neumayr 3/26/86

0347

4-1 1929 2078-96

FEB 6

WAF DEPARTMENT

G-2 Report.

5690.

CHINA (AVIATION).

Subject: Aeroplanes for China.

RECEIVED G-2 W. D. FEB 4 1929

The Aviation Bureau at Nanking purchased on December 6th last four De Haviland "Moth" aeroplanes. All of the machines are to be fitted with Handley Page slotted wing controls. The machines can be converted for use as seaplanes by changing the under carriages.

M.A. London.

Report No. 23983.

January 17, 1929.



JOHN R. THOMAS, Jr.,
Colonel, General Staff,
Military Attache.

James K. Nearing 7/26/86

0351

G-2 Report

5110

CHINA (AERONAUTICS)

Subject: Air Mail Contract Between the China
National Aviation Corporation and
Aviation Exploration, Inc.

and from Shanghai to Canton, via Ningpo or Wenchow, Foochow, Amoy, and Swatow, provided that such additional lines shall be in continuous operation for not less than two years from the date of the inauguration of this new service.

Sec. 2. It is understood and agreed that the Chinese Corporation shall give the Company reasonable notice before starting service on any part of these routes in order to enable the Company to provide the necessary additional equipment, personnel, and organization needed.

Sec. 3. It is further agreed that the Chinese Corporation shall provide, equip, police, maintain, and have ready adequate airports and intermediate landing fields at intervals of not more than 100 miles on these additional above specified routes by the time the service is to start.

Art. 4.Intermediate Stops.

Sec. 1. The Chinese Corporation shall have the right to increase or decrease the number of intermediate stops on any route, but such increase or decrease shall be made only after the Chinese Corporation has provided adequate airports and facilities.

Art. 5.Re-Statement Distances.

Sec. 1. It is hereby further stipulated and agreed that whenever an existing stop is discontinued, or an additional stop added, in accordance with the provisions set forth in this contract, the distance over the route will be restated in accordance with Article 7, and payment for the miles of flying will be made on the basis of this revised figure.

Art. 6.Minimum Flying Mileage.

Sec. 1. It is understood that the schedule of this service is to comprise at least one airplane on each route in each direction per day, including Sundays and public holidays. The Chinese Corporation guarantees compensation based on a minimum of 3,000 flying miles daily; and the Company agrees to flying a minimum of 3,000 miles daily, subject to the conditions of Article 15.

Art. 7.Measuring Distances.

Sec. 1. It is further stipulated and agreed that the distance for the purpose of computation of payment to the Company shall be considered as from center of city to center of city (designated as stops on the route) in an air line.

James K. Nearing 3/26/86

0352

G-2 Report

5110

CHINA (AERONAUTICS)

Subject: Air Mail Contract Between the China
National Aviation Corporation and
Aviation Exploration, Inc.

Art. 8.Airplane Markings.

Sec. 1. The Company agrees that all airplanes and seaplanes used by the Company on its routes operated under this agreement shall bear in Chinese the name of the Chinese Corporation and other special marks and markings designed by the Chinese Corporation in order to distinguish them from other airplanes and seaplanes used by the Government services.

Art. 9.Equipment.

Sec. 1. The Company agrees to use only up-to-date first class and efficient equipment, of Chinese or foreign make, suitable for the carrying on of this service. There will be held in reserve at appropriate cities on the routes a number of planes, motors, and parts for emergency work. Only new equipment will be imported for this purpose.

Art. 10.Compensation

Sec. 1. The compensation to the Company for equipping and operating the air mail service shall be \$1.50 gold per mile for every mile flown on scheduled or special flights, interrupted and resumed flights, for small planes with carrying capacity up to 700 lbs., and \$2.25 gold per mile flown for planes with carrying capacity of 800 to 2,000 lbs., from 2,000 lbs., to 2,800 lbs., load, \$3.75; from 2,800 lbs., to 4,000 lbs., load, \$4.50. For all loads over 4,000 lbs., the compensation to the Company is to be increased, based upon the above rate bases.

Art. 11.Compensation for Interrupted Flights.

Sec. 1. It is understood that the Company will be compensated for services rendered, meaning the actual miles flown on scheduled and special flights, interrupted and resumed flights whether completed the same day or not and if for any reason beyond the control of the Company a minimum of 3,000 miles of flying is not maintained daily, the Company will receive compensation only for the amount of mileage that has been flown or services rendered.

Art. 12.Method of Payment.

Sec. 1. The Chinese Corporation agrees to pay the Company on or before the 15th day of each month the compensation due the Company for services rendered under this contract for the preceding calendar month, and any accrued balance up to the first of the current month.

James K. Nearing 7/26/86

0355

G-2 Report

5110

CHINA (AERONAUTICS)

Subject: Air Mail Contract Between the China
National Aviation Corporation and
Aviation Exploration, Inc.

Art. 20.Exclusive Rights

Sec. 1. The Chinese Corporation grants to the Company the exclusive right to carry all air mail on the routes specified in this contract, and any and all extensions of these routes referred to in Article 3, if and when granted by the Chinese Corporation. Should the Chinese Corporation grant any further air mail routes to the Company, it shall be on the same exclusive basis.

Art. 21.Radio

Sec. 1. The Company is granted the right to maintain, import and operate low powered sending and receiving radio sets and radio phones, to be used exclusively for maintaining the efficiency of the Company's service, in communicating between stations and with its plans. It is understood and agreed that no commercial messages, or any other messages not directly connected with the Company's operations, shall be sent. A suitable wave length or wave lengths shall be assigned for the Company's use.

Art. 22.Liability.

Sec. 1. The Company is charged with the duty to exercise and agrees to exercise, the utmost care and diligence to see that no contraband of any description, such as arms and ammunition, opium and its derivatives, salt, etc., be carried any time in any of its planes, or stored in its premises. When the Company shall have exercised such due diligence, and is guilty of no neglect, it shall be held free legal liability.

Art. 23.Arbitration.

Sec. 1. Should any disagreement arise under this contract, the question shall be referred to arbitration. One arbitrator shall be chosen by the Chinese Corporation and one by the Company. These two shall select a third arbitrator (of any nationality), and a majority shall decide.

Art. 24.Life of Contract.

Sec. 1. This agreement shall be in force for ten years from date hereof but unless either side gives to the other a written notice at least two years prior to the expiration of the ten years, of its intention to terminate it, the agreement shall automatically continue in force for five years after the ten year limit.

James K. Neimyr 7/26/86

0356

G-2 Report

5110

CHINA (AERONAUTICS)

Subject: Air Mail Contract Between the China
National Aviation Corporation and
Aviation Exploration, Inc.

Art. 25.Assignment of Contract.

Sec. 1. The Company may assign its right, title, and interest in this contract, to a new American Corporation to be formed for the purpose of executing its provisions; but the contract shall not be assigned to any Company or person other than this new American Corporation without the written consent of the Chinese Corporation.

Art. 26.Ratification by Government.

Sec. 1. This contract shall have no force and effect until the National Government, Republic of China, by an order of the States Council, shall have approved the terms of this contract, and guaranteed its faithful execution by the Chinese Corporation.

Art. 27.Text.

Sec. 1. This Contract is executed in quadruplicate, in Chinese and English; two sets to be retained by the Chinese Corporation; and two by the American Company. Should any doubt arise as to the interpretation of this contract, the English text shall be accepted as the correct one.

Done at Nanking, this 17th day of April, 1929, being the 17th day of the Fourth Month of the 18th year of the Republic of China.

CHINA NATIONAL AVIATION CORPORATION
AVIATION EXPLORATION, INC.

- - - - -

Contract Between the China National Aviation Corporation and
Aviation Exploration Inc. for the Establishment and
Operation of Flying School Factories and
Aerial Transportation.

This Contract made between the China National Aviation Corporation, a Chinese Government Corporation, incorporated by Special Charter of the National Government, Republic of China, hereafter referred to as the Chinese Corporation, and Aviation Exploration, Inc., a Corporation duly organized and existing under the laws of the State of Delaware, U.S.A., hereafter called the Company, as follows:

James K. Nerny 3/26/86

0362

G-2 Report

5190

CHINA (AERONAUTICS)

Subject: Contract Between National Aviation
Corporation and Aviation Exploration,
Inc.

real profits in the commercial end of the game. Both contracts can be extremely profitable if we send the right men here to run the show. They will be dismal flops if we send the ordinary American.... The commercial contract merely gives us 'most favored nation' treatment; i.e., we can operate anywhere and on as favorable terms as can anyone else in China—that's all we want."

It seems absolutely certain that the negotiators of the contract realize the hazards involved and recognize that they are taking a business chance which if successful promises tremendous returns; if it ends in failure they hope to recover as much as possible inasmuch as the bulk of their investment will be in the form of movable equipment.

The success of this project depends almost entirely upon the stability of the present government and its good faith. It seems fitting, perhaps, that the world's newest large industry should meet the new Chinese government on an equal footing, which is a new departure in Chinese business ethics. If a new era has actually arrived in China the venture may be expected to be successful, otherwise it can be assumed that the development of aviation in China will follow in the footsteps of the defunct railroads.

One immediate result of these negotiations has been the arousing of interest in aeronautics and the advertising of American airplanes throughout China.

John Magruder
John Magruder
Major, General Staff
Military Attache

Distribution:
4 MID
1 Tientsin
1 File

James L. Nanning 7/26/86

0366

G-2 Report.

5110

<u>From</u>	<u>To</u>	<u>Flying Distance</u>		<u>Number of Flight Zones</u>
		Miles	Kilometers	
Shanghai	Nanking	178	286	1
"	Kiukiang	432	695	1
"	Hankow	567	913	1
"	Ichang	760	1,224	2
"	Wanhsien	963	1,550	2
"	Chungking	1,123	1,810	2
"	Chengtu	1,312	2,112	3
Nanking	Kiukiang	254	410	1
"	Hankow	289	627	1
"	Ichang	582	938	1
"	Wanhsien	784	1,262	2
"	Chungking	945	1,522	2
"	Chengtu	1,134	1,826	2
Kiukiang	Hankow	135	218	1
"	Ichang	328	528	1
"	Wanhsien	530	853	1
"	Chungking	691	1,112	2
"	Chengtu	880	1,418	2
Hankow	Ichang	192	310	1
"	Wanhsien	395	635	1
"	Chungking	556	895	1
"	Chengtu	745	1,200	2
Ichang	Wanhsien	202	325	1
"	Chungking	363	584	1
"	Chengtu	552	890	1
Wanhsien	Chungking	161	260	1
"	Chengtu	350	564	1
Chungking	Chengtu	189	304	1

As soon as the Company has decided to extend its operations and inaugurate aircraft service on Route No. 2 and/or Route No. 3, notice in writing will be given to the Directorate General and the terms of this Contract will govern the carriage of mails on Route No. 2 and/or Route No. 3.

Route No. 2 and/or Route No. 3 flight zones shall be computed on the basis of distances as flown from center of city to center of city, in the same manner as Route No. 1, provided, however, that the distances as flown do not exceed air-line distances by twelve (12) per cent.

Art. 6.

Whenever the Company considers the weather conditions are unsafe for flying, endangering life and property, it reserves the right to discontinue any flights already started and suspend flying activities until such time as the Company considers the weather safe for flying. Notice of such discontinuance or suspension of flying shall be sent to the nearest Post Office concerned. The Company undertakes that whenever its aircraft, for any reason whatsoever, is unable to complete a trip, and the carriage of mails can be expedited by so doing, the Company shall, at its

DECLASSIFIED BY NND740058

James H. Nearing 7/26/86

0368

G-2 Report.

5110

Distribution:

4 MID
1 File
1 Tientsin

N. E. Margetts
Nelson E. Margetts

Lieutenant-Colonel, Field Artillery
Military Attache

James K. Nearing 7/26/86

0371

G-2 Report

5410

CHINA (Aviation)

Subject: China National Aviation Corporation

Yangtze River Air Route

Mechanics - cont'd.

Charles Delay, old Boeing mechanic, splendid technical ability but now old and in poor health. Came to China in 1929.

A. C. "Swede" Larsen, naturalized American, formerly in U. S. Army, Air Corps, Philippines.

Richard Welch, formerly N.C.O., U.S. Army, Air Corps, in Philippines.

Yates - Englishman.

Remainder of mechanics are Chinese.

Equipment - 5 Loening Amphibians, Hornet 525 h.p. motors, capacity 6 passengers, 2 pilots.
2 new Loening air yachts, cyclone 525 h.p. motors, capacity 6 passengers, 2 pilots.
2 land Stinson cabin monoplanes, Wright J6 - 300 h.p. motors, capacity 4 passengers, 2 pilots.
2 same as above now being rebuilt.

Radio stations at every stop, continuous communications. Machine shops are complete for motor overhaul, carpenter shops, etc.
Complete set of spare parts in stock.

Fields - Shanghai - combination land or river. Land field easily developed into excellent field.
Nanking - river; city has 2 land fields.
Anking - river; city has military field.
Kiukiang - river; auxiliary landing in lakes.
Hankow - river; city has military field.
Shasi - river; no land field.
Ichang - river; no land field.
Wanhsien - river; no land field.
Chungking- river; city has land field on plateau.

Plans for future lines from Shanghai:

1. One line - Haichow, Tsingtao, Tientsin, Peiping.
2. One line - Ningpo, Wenchow, Foochow, Amoy, Swatow, Hongkong, Kowloon, Canton.

Finances - The line is now approximately making expenses. It is expected that the above expansion will take place when political conditions are more settled.

Attitude of American employees: The American personnel is almost entirely ex-army men. They seem all to be excellent men and of conservative habits and, as a result, they and the line enjoy an excellent reputation.

W. S. Drysdale

AG

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

James K. Nearing 7/26/86

0372

FOR OFFICIAL USE
ONLY

G-2 Report

5410
Established Airways
Commercial & Postal

CHINA (Aviation)

Subject: Shanghai-Peiping Air Mail
Service, CNACOFFICE OF THE
J. Edgar Hoover
FEB 15 2078-97 1933
RECEIVED G-2 W.D. FEB 14 1933
WAR DEPARTMENT

The China National Aviation Corporation air mail service between Shanghai, Nanking, Haichow, Tsingtao, Tientsin and Peiping commenced on the 10th of January. The planes will leave on the following schedule:

A. - Shanghai-Peiping: Tuesday, Thursday and Saturday

Shanghai	: Depart	7:30 a.m.
Nanking	: Arrive	9:15 a.m.
	: Depart	9:30 a.m.
Haichow	: Arrive	11:15 a.m.
	: Depart	11:30 a.m.
Tsingtao	: Arrive	12:45 p.m.
	: Depart	1:00 p.m.
Tientsin	: Arrive	4:00 p.m.
	: Depart	4:15 p.m.
Peiping	: Arrive	5:00 p.m.

Mails for Peiping will be closed at the Tientsin Head Office at 3 p.m. on Tuesdays, Thursdays and Saturdays.

B. - Peiping-Shanghai: Wednesday, Friday and Sunday.

Peiping	: Depart	7:30 a.m.
Tientsin	: Arrive	8:15 a.m.
	: Depart	8:30 a.m.
Tsingtao	: Arrive	11:30 a.m.
	: Depart	11:45 a.m.
Haichow	: Arrive	1:00 p.m.
	: Depart	1:15 p.m.
Nanking	: Arrive	3:00 p.m.
	: Depart	3:15 p.m.
Shanghai	: Arrive	5:00 p.m.

Mails for places between Tsingtao and Shanghai will be closed at the Tientsin Head Office at 8:30 p.m. on Tuesday and Saturday.

*W. S. Drysdale*W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

AG

James K. Nearing 7/26/86

0374

-2 Report

8700

REPLACE pages
35.01; 35.02;
35.03; 35.04.

CHINA (Aviation)

Subject: Air Transportation (Scheduled)China National Aviation Cor-
poration (cont'd)

<u>City</u>	<u>Shanghai to Chengtu</u> (Read down)	<u>Chengtu to Shanghai</u> (Read up)
Hankow	Arrive 10:30 a.m. Depart 10:55 a.m.	Depart 1:20 p.m. Arrive 12:55 p.m.
Ichang	Arrive 12:00 a.m. Depart 12:10 p.m.	Depart 11:50 a.m. Arrive 11:40 a.m.
Chungking	Arrive 2:05 p.m. Depart 2:30 p.m.	Depart 9:45 a.m. Arrive 9:20 a.m.
Chengtu	Arrive 3:35 p.m.	Depart 8:15 a.m.

On days when the through express does not operate there is also service each direction on the three sections of the Yangtze route as follows (on these days, however, the proper connections are not made at Hankow to allow one-day service between Shanghai and Chengtu, two days being required):

Shanghai-Nanking-Anking-Kiukiang-Hankow. A Ford tri-motor, 11 passenger plane flies this section. Total schedule 4½ hours.

Hankow-Shasi-Ichong-Wanhsien-Chungking. Loening amphibian, 6 passenger planes; total schedule time 7 hours.

Chengtu-Chungking: A Stinson 6 passenger plane makes the round trip each day; time required for single trip 2 hours.

Chungking-Yunnanfu Line: This recently opened line, which makes the remote province of Yunnan only two days by air from Shanghai, is an outstanding example of the advantages of air communication in China. A Ford tri-motor, 14 passenger plane makes a round trip over this line twice a week on the following schedule:

<u>City</u>	<u>Yunnanfu to Chungking</u> (Read down)	<u>Chungking to Yunnanfu</u> (Read up)
Yunnanfu	Depart 8:00 a.m.	Arrive 5:00 p.m.
Kweiyang	Arrive 10:00 a.m. Depart 10:30 a.m.	Depart 3:00 p.m. Arrive 2:30 p.m.
Chungking	Arrive 12:15 p.m.	Depart 12:45 p.m.

Northern Route (Shanghai-Nanking-Haichow-Tsingtao-Tientsin-Peiping)

Service over this line now operates three days per week each direction. A Douglas DC-2, 14 passenger plane flies the

James L. Nerning 3/26/86

0378

G-2 Report

8700

REPLACE pages
35.01; 35.02;
35.03; 35.04.

CHINA (Aviation)

Subject: Air Transportation (Scheduled)China National Aviation Cor-
poration (cont'd)Traffic:

The following traffic statistics of the C.N.A.C. are indicative of the growth of aviation in China:

	<u>Passengers</u>	<u>Mail Matter</u>	<u>Miles Flown</u>
1929	354	3932	57,893
1930	2,654	17,893	330,079
1931	2,296	34,428	445,139
1932	3,153	50,851	431,145
1933	3,050	49,346	636,900
1934	4,570	58,052	838,500

Plans:

The following extensions to the C.N.A.C. system are under consideration:

1. Chengtu-Kangting-Batang-Lhasa (Tibet).

If this line is established, three-day service will be possible between Shanghai and Lhasa. The foreign interests in the company oppose the establishment of this line on the ground that it cannot operate on a paying basis. The Chinese Government desires the line for its political advantages.

2. Chungking-Suchow-Kiating-Chengtu.

A circuitous feeder line, in addition to the direct Chungking-Chengtu line. It is likely that this line could operate profitably and will probably be opened within the next year.

Source: Study in M/A Office.

For and in the absence of the Military Attache and the Assistant Military Attache:

H. S. Jernigan
H. S. Jernigan
Captain, Cavalry

Distribution:
6 MID
1 File

James K. Neering 7/26/86

0390

C O P Y

4-1

C

DES

2078-100

1929

July 26, 1929

DEPT. OF COMMERCE

14

To: Leighton O. Rogers, Chief Aeronautics & Communications
Section, Transportation Division.

From: Shanghai Office.

Subject: Aeronautical Developments - China.

Further to our memorandum of July 5, on the subject of the Stinson Aircraft Company, we now enclose copies in duplicate of various newspaper clippings telling the story of the getting under way of China's first air-mail service. You may wish to forward one set of the clippings on to the Stinson Aircraft Corporation.

You will note in our memorandum of July 5, we indicated that the difficulties being experienced by Captain Henderson with the Ministry of Communications bore promise of being smoothed over - which has proved to be the case - with the result that Captain Henderson is now under contract with the Ministry of Communications to fly the Stinson-Detroitters on the air-mail route between Shanghai and Nanking. With the exception of several days of typhoon weather, during which it was considered inadvisable to attempt the trip, air-mail has been carried regularly since July 8, between Shanghai and Nanking, Captains Henderson and Machle alternating as pilots. Several days ago, however, due to magneto trouble, Captain Henderson was forced to land half way between Shanghai and Nanking. The landing was successful but in rolling to a stop, the plane hit a rut and tipped up on its nose, with the result that it is temporarily out of condition. In addition, one plane is laid up at Nanking due to the engine over heating, necessitating a landing after 15 or 20 minutes of flight. It is not believed, however, that this is due to any inherent defect in the engine itself, so the pilots expect to have this plane operating satisfactorily shortly.

Clippings are also enclosed having to do with the approval by the State Council of the proposed contract submitted by Sun Fo as president of the China National Aviation Corporation, whereby the Aviation Exploration, Inc. of America agrees to loan the first named concern a sum of not more than \$1,000,000 for the purchase and improvement of land which will be used for airports and intermediate

DECLASSIFIED BY NND740058

James L. Neering 3/26/86

0393

There is little doubt in our minds but that aeronautical development in China, during the course of the next two or three years, will witness significant strides forward. We feel that from the way things are shaping up, of all national participants in this development, the United States is in a good position to play a leading part.

Granville Woodard
Trade Commissioner

Approved for Transmission:

Frank S. Williams
Trade Commissioner

GW:EH

James H. Neimyer 7/26/86

0395

G-2 Report

CHINA (Aviation)

Subject: Airplanes in China.

OFFICE 5290 F STAFF
M. L. INTEL DIV.MAY 8 2078-10/ 1930
WAR DEPARTMENT

RECEIVED G/2 W. D. MAY 8 - 1930

1. The following is a compilation of data concerning airplanes in China with their stations and country from which they were imported:

AMOY (Fukien People's Aviation School)

- 1 Pelikan (German)
- 2 type unknown (French)
- 2 Alexander Eaglerock (US)
- 6 Avro-Avion (British)

CANTON

- 6 Avro-Avion (British)
- 2 special type, training (Chinese made)
- 1 Ryan brougham (US)
- 1 Breguet (French)
- 5 Waco, taper-wing (US)

FOOCHOW

- 1 seaplane, special (Chinese made)

KUANGSI PROVINCE

- 2 Breguet (French)

HANKOW

- 4 type unknown (German)
- 4 DH Moth (British)
- 5 Ryan brougham (US)

MUKDEN

- 25 Potez, 2 seater observation (French)
- 7 Junkers all-metal (German)
- 6 Schreck amphibian (French)

NANKING

- 12 Vought Corsair (US)
- 20 Folk-Wulfe (German)
- 12 Pelikan (German)
- 2 Junkers, large (German)
- 9 Junkers, small (")
- 4 Stinson-Detroiter Senior (US)
- 10 DH Moth (British)
- 2 Potez 2 seater observation (French)
- 2 Breguet (French)

DECLASSIFIED BY NND740058

James H. Nearing 7/26/86

0400

It is the studied opinion of this office that all of the statements contained in the article "The War in the Air", including the reference to "tanks" are pure fabrications spun from the facile brain of an unscrupulous propagandist.

The anti-aircraft guns supposedly mounted on Coal Hill referred to are obsolete infantry machine guns.

N. E. Margetts

Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

James K. Neering 3/26/86

0402

- 2 -

from 5 to 15 per cent. Ten per cent. on \$40,000, weighing about 2,000 lb., would be \$4,000. An aeroplane could carry this amount for a quarter of the money and make a substantial profit. All goods coming from or going into the interior are now subjected en route to such heavy taxation, mostly irregular, that any means of transport by which intermediate charges were avoided would in the case of the more valuable classes of goods be worth its price.

Opium coming from the interior is mercilessly taxed on its way to the coast, for its transport is illegal, which gives excuse to every sort of tax-collecting agency to pile on the charges. The value of the opium transported from the interior to the coast annually is at least \$10,000,000. and the taxes and freight charges on that amount cannot be less than \$20 a lb., so that the scope for aircraft for carrying this valuable, and highly squeezable, commodity is obviously enormous.

The possibilities for aviation, in conjunction with the establishment of a Government eager to adopt modern inventions, have brought many competitors for such business to Nanking and other centres. Nanking has taken delivery of 32 German Junkers aeroplanes, including 24 light machines for military instruction, seven seaplanes of greater capacity, and one freight carrier. Five American Ryans were sold at Hankow, and at Canton five Ryans and four of the Waco make. Four British Moths have been sold in Hankow and five in Nanking. A Deutsche Lufthansa representative has for some months been at Nanking trying to get the Government to consent to his company's operating in China. An agreement has been signed between the Chinese Minister of Communications and the Deutsche ~~Lufthansa~~ under which the latter is given the right to carry air mails from Germany to China by the Northern route, which, it is understood, means by way of Siberia or Sinkiang (Chinese Turkestan). A Chinese-German company will be formed to operate in China.

The Lufthansa now has a service between Berlin and Moscow, but it will be necessary to obtain an extension of this right from the Soviet Government before connexion can be made with China. A Russian air service between Moscow and Irkutsk is already in operation, so the distance to be bridged to the Manchurian border is small. Irkutsk would be the point where the mails for China could be conveniently diverted across Mongolia to Peking, while those for Japan could proceed eastwards via Harbin. The question of routes, however, is not yet settled. An air mail service with Europe would be in the highest interest of all nationalities in the Far East.

James K. Nearing 7/26/86

0404

- 3 -

No.28038.

1st. Ind.

Office of the Military Attache, American Embassy, London.
March 3, 1930. To: A. C. of S., War Department,
Washington, D.C.



JOHN R. THOMAS, JR.,
Colonel, General Staff,
Military Attache.

James K. Nearing 7/26/86

0411

G-2 Report.

SCHEDULE A.

INVESTMENT OF THE PARTY OF THE FIRST PART.

National Currency of the
Republic of China.

Equipment.

Airplanes	\$229,200.00
Motors and spare parts (planes and motors)	114,817.29
Radio equipment	10,058.90
Automotive equipment	10,959.53
Furniture and fixtures	7,536.00
Miscellaneous equipment	12,334.61
Total Equipment	\$384,906.83

Cash on Deposit and on Hand to be Turned over
to the Company \$ 51,745.28

Cost of Preparing to Operate and Services of
Technical and Executive staffs of the Naviga-
tion and Postal Departments of the Ministry of
Communications \$ 44,335.92

Loss from Operations to 1st June 1930 \$231,215.54
Total Investment \$712,203.27

The Party of the First Part is the owner of the above described pro-
perty and the same is free from encumbrance of any kind whatsoever.

SCHEDULE B.

INVESTMENT OF THE PARTY OF THE SECOND PART.

National Currency of the
Republic of China

Equipment

Airplanes	\$549,052.92
Motors	70,629.27
Spare parts (planes and motors)	304,788.30
Radio equipment	75,233.10
Automotive equipment	24,830.67
Furniture and fixtures	8,807.70
Miscellaneous equipment	20,266.92
Total equipment.	\$1,053,608.88
Cost of Preliminary Survey	115,780.83
Cost of Preparing to operate	221,479.17
Loss from operating to 1st June 1930	332,569.24
Total investment	\$1,723,437.12

The Party of the Second Part is the owner of the above described pro-
perty and the same is free from encumbrance of any kind whatsoever.

DECLASSIFIED BY NND74G058

James H. Nearing 3/26/86

0412

G-2 Report.

Distribution

4 MID
1 Tientsin
1 File

Nelson E. Margetts
Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

James L. Nearing 3/26/86

0435

G-2 Report

5110

CHINA (Aviation)

Subject: Aeronautical Developments in Hankow Consular
District

It is hoped that it will be possible in the not too distant future to extend this line on to Chungking and thence to Chengtu. However, Marshal Liu Hsiang, who is in control at Chungking, has shown considerable reluctance to cooperate with the China National Aviation Corporation, and until satisfactory arrangements are made with him, there is some doubt that the line will extend beyond Ichang.

N E Margetts

Nelson E. Margetts
Lieutenant-Colonel, Field Artillery
Military Attache

James K. Nearing 3/26/86

0437

G-2 Report

5110

CHINA (Aviation)

Subject: Development of an Air Force in Manchuria

1929 - After the border fighting with Russia, a reorganization was made. The 1st, 2nd, 3rd and 5th squadrons were organized into a training unit for the flying school. The 4th squadron, being made up mostly of Russian pilots, was retained as a finished unit. (See blue-print.) Over 10 French and Japanese instructors were hired for the school.

1930 - 28 students were selected from the middle military school and were sent to the air school to study methods of liaison between air and ground troops.

The purchase of equipment during these years has been too involved to secure accurate figures. The present status of flying equipment and flying personnel can best be given by quoting from a report made by Mr. Howard, of our Commercial Attache's office in Shanghai, after his inspection of the Mukden plant in July:

Status of Flying Equipment - July 1931
(Combat material (so called))

FRENCH

25 Potez 25 A.2. (450 h.p. Lorraine-Dietrich engine) purchased in 1929. 13 are in good condition and an additional 7 could be put in order if spare parts were available.

1 Breguet 19. (450 h.p. Lorraine-Dietrich engine), in good condition.

34 Breguet 14's (old). About one-half of these are in flying condition and others could be repaired if means were available.

1 Dewoitine D-27.C. Single seater fighter reported as recently bought for G\$28,000 after remaining in Mukden as a demonstrator for a year.

GERMAN

9 Junkers A-35-L. (Listed in Jane's under Sweden as K-53). Six are in flying condition and parts have been ordered to repair the remaining 3 but the necessary repair machinery is still lacking.

JAPANESE

3 Japanese Army type D-S copy of Breguet with metal fuselage. German built 600 h.p. B.M.W. engine.

4 old Japanese copies of French Newport-Delage, single seater, 300 h.p. German B.M. W. engine. These machines have had several years service in Japan.

AMERICAN

1 Vought Corsair (P & W Wasp) awaiting engine repairs.

BRITISHTraining Equipment

5 Gypsy Moths in commission (wooden fuselage). Two additional Moths to be put in condition when parts on order are received.

James H. Newman 7/26/86

0439

G-2 Report

5110

CHINA (Aviation)

Subject: Development of an Air Force in Manchuria

General Paullet now has charge of the Aviation School and training, though formerly holding a higher position. General Lykin is a high good pilot who has been flying since 1912. He is in command of the 4th Squadron which consists of four other Russian pilots, one Russian mechanic and one Russian adjutant, the rest of the ground men being Chinese. Potez machines are usually flown by this organization.

The Air Force has these five good Russian pilots and five Chinese who, although not expert in accordance with our standards, can be entrusted with almost any kind of equipment. I understand that the Russians are all "old timers" and have naturally become conservative. There are about 20 additional Chinese pilots who can satisfactorily handle machines from trainers up to the Corsair type, but are not sufficiently skilful for pursuit equipment. There are also a considerable number of students and an effort is being made to develop fifty new pilots who can be expected to fly anything. I am told that they are not making much progress in this direction.

- - -

To have 5 Chinese pilots who would not be regarded as "expert in accordance with our standards" and only 45 planes that are air worthy after a period of ten years constructive effort and tremendous expenditure of money would indicate that there is a basic weakness in the Chinese make up which makes it impossible for him to develop along modern lines without the aid of outside influences.

Note: It is realized that this outline of the history of Manchurian air developments is sketchy and does not touch on all pertinent points. It is felt however that the data on hand should be utilized at this time to assist in painting the picture as seen by us.

For and in the absence of the Military Attache:

Parker G. Tenney

Parker G. Tenney
Captain, Field Artillery
Assistant Military Attache

Distribution:

4 MID
1 Tientsin
1 File

Final L. Nemy 7/26/86

0449

G-2 Report

5190

CHINA (Aviation)

Subject: Marshal Liu Hsiang's Air Force

In addition to the above, 5 new Potez planes with complete armament have been ordered from France and were reported to be in Haiphong, French Indo-China. Personnel to take them over, including one of the French instructors, had been sent from Chungking. It is proposed to fly these planes in via Kweiyang, Kweichow, thus avoiding any interference with the shipment by interested parties on the Yangtze, and to save freight charges which are considerable on the Upper Yangtze.

William Mayer
William Mayer
Captain, Field Artillery

No. 8282

1st Ind.

PGT

Office of the Military Attache, American Legation, Peiping, China, May 5, 1932 - To: The A. C. of S., G-2, War Department, Washington, D.C.

Forwarded.

For and in the absence of the Military Attache:

Parker G. Tenney
Parker G. Tenney
Captain, Field Artillery
Assistant Military Attache

James K. Nearing 3/26/86

0457

G-2 Report

5110

CHINA (Aviation).

Subject: Plan for Development of Aviation
by the National Government of China

In conclusion it must be reiterated that there are certain advantages in training Chinese students in China, in the United States, and in the Philippines. If all three are initiated they can be properly coordinated and it is quite possible that the Chinese Government would only have to bear the cost of the school in China.

If Chinese students are to be trained abroad, it is believed that it would be much the best policy to concentrate on one country as otherwise there will be conflicting and divergent ideas of which there are already too many in China. The United States has to-day the most effective aeronautical development in the world and owing to its great area and topography present problems in the operation of aircraft more similar to China than any other country. This affects the design of machines as well as the training and operation of air corps units.

The good will toward China now so evident in the United States finds ready expression amongst aviation people and this sympathetic understanding most certainly assures the utmost consideration being given to China's needs.

(End of Memo)

- - -

As further steps in the accomplishment of the above plan it is known that ten or fourteen Fleet planes of American manufacture have been purchased and that Hangchow has been definitely chosen as the site for the flying school for the training in China mentioned in paragraph 1 of Memorandum No. 2.

W. S. Drysdale

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:

4 MID
1 File

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0458

G-2/2078-121

G-2

EFV

Jpm

OFFICE CHIEF OF STAFF

JAN 16

2078-121

1933

August 26, 1932.

WAR DEPARTMENT

Subject: Chinese Government Plans for Military Aviation Training.

To: Assistant Chief of Staff, G-2, Headquarters
Philippine Department, Fort Shafter, T. H.

1. There is enclosed for your special attention a mimeographed copy of a report dated July 7, 1932, by the American Military Attache, Peiping, China, bearing upon the subject. The reference therein to plans for training Chinese aviators in the Philippines will be of interest to the Philippine Department.

For the A. C. of S., G-2:

WM. H. WILSON,
Colonel, General Staff,
Executive Officer, G-2.

encl.

elt

MAILED G/2 W. D. AUG 27 1932

DECLASSIFIED BY NND740058

James K. Neering 3/26/86

0460

- 2 -

necessary to prohibit any officers of his command from accepting employment or giving advice or instruction such as was mentioned.

Four. While the American aviation group at Hangchow consists entirely of thirteen American civilians, the Department is inclined to question the advisability of the Embassy making any formal or public statement in the matter. The Department is inclined to believe that any public statement in this connection by or from American sources, in addition to that mentioned in paragraph one, should be made here. However, the Department authorizes you in your discretion to give the Foreign Office a strictly informal memorandum stating the facts as set forth in paragraphs one and two.

STIMSON

Noted by Chief of Staff
" " Deputy Chief of Staff

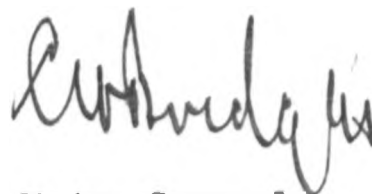
Jan. 21 1933

James L. Neimay 7/26/86

0463

4. If desired, the Commanding General, Philippine Department, under whose administrative control all of these Reserve officers have been placed, will be directed to investigate and report whether any of these Reserve officers or any other members of the Officers' Reserve Corps of the Army is a member of a Chinese Military Force or engaged in giving instruction directly or indirectly to a member of a Chinese Military Force. If any is reported as so doing he can then be discharged from the Officers' Reserve Corps.

5. If the procedure outlined in the next preceding paragraph is adopted, it is suggested that the American Consul General at Shanghai may be of valuable assistance in securing accurate information.



Major General,
The Adjutant General.

DECLASSIFIED BY MND740058

James H. Nearing 3/26/86

0465

Jan. 23, noon SECTION CHIEF OF STAFF
M.L. INTEL. DIV.

MEMORANDUM FOR MAJOR JOHNSON:

MAR 9 2078-12/1933

WAR DEPARTMENT

Mr. Jacobs of the State Dept. phoned that he had referred the dates
in end
on arrival and departure of American troops from Tientsin to Mr. Hamilton,
and since the S. D. did not have any record of the dates, Mr. Hamilton
had asked the War Dept. to let him have a memorandum concerning them, so he
could put it on file.

LAV

James K. Neering 7/26/86

0466

OFFICE OF THE
MIL. INTEL. DIV.

MAR 9

2078-12/1/53

January 25, 1955 DEPARTMENT

MEMORANDUM for the Chief, Division of Far Eastern Affairs, Department of State.

Referring to a request received by Major Johnson by telephone from Mr. Hamilton for information regarding dates of arrival and departure of American Army forces in Tientsin, China, the following is submitted:

U. S. Army troops first arrived in China July 6, 1900, arriving at Tientsin July 11th. They left Tientsin May 27, 1901. The 15th Infantry arrived at Tientsin January 22, 1912.

C. Burnett,
Colonel, General Staff,
Foreign Liaison Officer.

bap

Ry

*mailed 1-25-33
1342*

James L. Neering 7/26/86

0478

G-2 Report.

3090 - Foreign Advisers.

CHINA (Military)

Subject: American Aviation Mission.

Conclusions. The American group is being severely criticized by the controlling Chinese officials. The great personal influence of Mussolini has insured a prominent position for the Italian aviation mission. The Italian mission is very carefully selected and seem to be well qualified to do the work intended. Colonel Jouett and most or many of his mission will probably not be reemployed upon the termination of their present contract. There is a bare possibility that one or more Americans might be retained as instructors at the Central Aviation School but with little or no authority outside the limits of the school itself.

W. S. Drysdale

W. S. Drysdale,
Lieutenant-Colonel, Infantry,
Military Attache.

Distribution:

6 MID
1 Legation
1 File

James K. Neering 7/26/86

0479

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA.

2-1

16m
OFFICE OF THE MILITARY ATTACHE
PEKING, CHINA.

2078-122

September 14, 1932.

WAR DEPARTMENT

No. 8376.

Subject: Aircraft Repair Factory at Canton.

To: The A. C. of S., G-2, War Department,
Washington, D. C.

RECEIVED SEP 14 1932

1. The attached report on the aircraft factory in Canton is forwarded herewith as being suitable material for the digest.

2. The original report with photographs can no doubt be obtained from Department of Commerce.

W. S. Drysdale

W. S. Drysdale,
Lieutenant-Colonel, Infantry,
Military Attache.

1 Encl.

James K. Nearing 7/26/86

0483

G-2 Report

5410
Established Airways
in use or proposed

CHINA (Aviation)

Subject: Manchoukuo Air Traffic Company, Ltd.

Leave Tokyo 12:30 p.m., arrive Fukuoka 3:00 p.m.;
leave there 8 a.m. next day, arrive New Wiju 3:50 p.m.; leave
7:30 a.m. next day, arrive Mukden 1:15 p.m.; leave 1:30 p.m.,
reach Hsinking (Changchun) 12:15; leave 12:25 p.m., arrive
Harbin 1:45; leave 7:25 a.m. next day, arrive Tsitsihar 9:00 a.m.

Flying eastward, leave Tsitsihar 9:40 a.m., arrive
Harbin 11:10 a.m.; leave 11:20 a.m., reach Hsinking 12:25 p.m.;
leave 1:00 p.m., arrive Mukden 3:00 p.m.; leave 7:30 a.m. next
day, arrive New Wiju 9:40 a.m.; leave 9:50 a.m., arrive Fukuoka
4:00 p.m., leave 9 a.m. next day, reach Tokyo 2:50 p.m.

AG

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:

4 MID
1 Mr. Howard
1 File

James K. Neering 3/26/86

0486

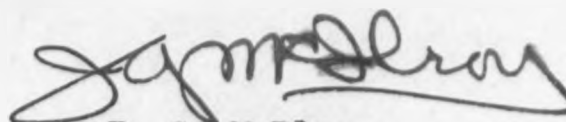
1st Ind.

Military Attache, American Embassy, Tokyo, Japan, Feb. 8, 1933 - To:
A. C. of S., G-2, War Dept., Washington, D.C.

1. Approved.

Distribution:

G-2, 5
Embassy, 1
N/A, 1
Peiping, 1
Manila, 1
File, 1



J. G. McIlroy
Lieut. Colonel, G. S.,
Military Attache.

James L. Neimyer 7/26/86

0492

G-2 Report

5110

CHINA (Aviation)

Subject: Central Aviation School, Hangchow

province. It has the advantage, however, of being reasonably accessible from the standpoint of supply and of providing suitable living conditions for the American mission in close proximity to Shanghai, and climatic considerations are extremely favorable.

It may be interesting to know that the German military advisers to Nanking are doing what they can to discredit American plans and material for anti-aircraft defense in favor of their own nationals. It is said that they have recently had purchased some 77 mm German anti-aircraft artillery and have told Chiang Kai-shek that the Colts Browning 50 caliber machine gun is obsolete and should not be employed. There is also evidently increased opposition to plans for an American aircraft factory which may very well emanate from the Ministry of War. Ho Ying-ching has undoubtedly had his toes stepped on during the rather precipitate effort to wrest military aviation from his control and the Vice-Minister of War is notoriously pro-German.

All of the above should, of course, be considered strictly confidential until generally known from sources other than this office.

W. S. Drysdale

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

AG

Distribution:

4 MID
1 File

James L. Nearing 7/26/86

0493

OFFICE CHIEF OF STAFF

2078-125 1832

WAR DEPARTMENT

PERSONNEL - AMERICAN AVIATION MISSION

Attached to

Central Aviation School, HangchowJohn Hamilton Jouett - Director.

Colleges attended:

Pennsylvania Military College, 2½ years.
U. S. Military Academy, 4½ years.
Served U. S. Army 20 years 4 days.
Upon graduation from West Point appointed to
Coast Artillery, where he served 2½ years and
was then transferred to aviation.

Holds the following U. S. Army aviation ratings:

Free Balloon Pilot
Captive Balloon Observer
Airplane Observer
Airship Pilot
Airplane Pilot

(United States Army has no other ratings)

Also holds rating of Airship Pilot with the
British Royal Navy Air Service.

Graduate of the following schools in the U. S. Army:

Balloon and Airship School
Primary and Advance Flying Schools
Air Corps Tactical School

Organizer and Instructor in the Army Balloon School
in 1917 and the Balloon and Airship School 1919.

Instructor for two years in the Air Corps Tactical
School.

At various times commanded the following Fields:

Langley Field, Virginia
Brooks Field, Texas
3rd Attack Group, Fort Crockett, Galveston, Texas.

Served 2 years in Washington as Chief of Air Corps
Training and Schools and 2 years Chief of Personnel
Division.

Resigned from the Army March 4, 1930, to help organize
aviation activities of one of the largest corpora-
tions in the United States.

During the World War, amongst other activities, commanded
all American balloons at the front during the early
part and later in command of the Balloon Wing of the
Second Army, serving in four major battles.

James K. Nearing 7/26/86

0498

- 2 -

Resume - by end of third year,

Pilots - 152 (5% attrition) old pilots
 50 new graduated October 15, 1934
 50 new graduated April 15, 1935
252

Planes - 130 old and upkeep
 15 new primary
 45 new pursuit - 1 group
 45 new observation - 1 group
235

Fourth Year (1935-36)

1. Continue Aviation School - starting new classes every four months.
 - a. Purchase 15 planes (same used by Staff School)
2. Continue staff school
3. Form Air Force Units.
 - a. 1 bombardment squadron - 10 planes
 - b. 1 pursuit group - 45 planes.
4. Purchase sufficient new planes to keep up strength (15% per year) 35 planes.

Resumé - By end of Fourth Year

Pilots - 240 (5% attrition) old pilots
 50 new graduated October 15, 1935
 50 new graduated April 15, 1936
340

Planes - 235 old and upkeep
 15 new school planes
 10 new bombardment - 1 squadron
 45 new pursuit - 1 group
305

Fifth Year (1936-1937)

1. Continue Aviation School - 1 class per year hereafter
2. Continue Staff School
3. Form Air Force Units,
 - a. 1 observation group - 45 planes
 - b. 1 pursuit group - 45 planes
 - c. 1 attack group - 45 planes.
4. Purchase sufficient new planes to keep up strength (15% per year) 45 planes.

Resumé-End of Fifth Year

James K. Neering 3/26/86

0499

- 3 -

Pilots - 323 (5% attrition) old pilots
 50 new graduated October 15, 1936
 50 new graduated February 15, 1937
50 new graduated June 15, 1937
 473

Final Resume

Planes:-

School	60
Air Force	
a. 2 bombardment sqds.	20
b. 4 pursuit groups	180
c. 3 observa. groups	135
d. 1 attack group	<u>45</u>
	440

Personnel

Officers	
a. Pilots	473
b. Others	<u>95</u> (20%)
	568

Enlisted men	3500
--------------	------

Cost of Five Year Program

Totals - 1st year	9,142,650
2nd "	11,650,650
3rd "	21,787,150
4th "	21,058,950
5th "	<u>33,146,300</u>
Total -	96,785,700

me

James L. Neumayr 7/26/86

0505

(C) PROMOTION BY COMBINATION OF SENIORITY AND EFFICIENCY

There are many ways that the two basic systems can be combined to suit the conditions of the country involved.

The United States Army uses a purely seniority system and I am convinced, after a study of over twenty years, that this system is more efficient and more fair than any other. General officers are the only ones selected by selection and the rules governing selection of these few officers are so rigid that political influences are rendered almost entirely nil. Age old custom in China unquestionably favors promotion by selection, so that a workable system of promotion will probably have to be based upon a compromise of the two basic systems of promotion.

If the 5-year program, as submitted by me, is used as a basis of air force organization, the maximum number of officers which shall be retained in the Air Force after the fifth year of the development program should be set at 600. Between now and the end of the 5-year program, the Air Force will not be up to its maximum strength, but at all times, both during the 5-year program and all years subsequent thereto the number of officers in each grade should be fixed. In the grade of General Officers, the following should not be exceeded:

Major General, Chief of the Air Force, 1

Brigadier General, Assistant Chiefs of Air Force, 3.

In the field and line grades, the following percentages of the total number of officers in the air force should not be exceeded:

Colonels 5%

Lieutenant Colonels 6%

Majors 15%

Captains 33%

First Lieutenants 25%

Second Lieutenants 16%

James L. Neering 7/26/86

0506

Promotions should be made as follows:

After two years as a second lieutenant, an officer should be promoted to the grade of First Lieutenant; after three years as a First Lieutenant, he should be promoted to Captain. In other words the officer will remain in the Lieutenant grade for five years. He should then serve in the successive grades of Captain, Major, Lieutenant Colonel and Colonel for a period of five years each unless the upper grades are filled to their limit, in which event the officer will remain in the lower grade until a vacancy above occurs, but he should, during this period, receive the pay of the next higher grade from the date on which he became eligible for promotion. During the period of the 5-year development plan, the grades of lieutenant will be filled to over the authorized amount by the necessary induction into the Air Corps of the young officers necessary to build it up to strength. This hump will continue up through the promotion list until the grades of Major, Lieutenant Colonel and Colonel have been filled to their proper strength by natural promotion. Using 5% per year as the natural attrition losses, the number of officers in the grade of Major will be stabilized in the year 1944; in the grade of Lieutenant Colonel in the year 1949; and in the grade of Colonel in the year 1954. Prior to those dates, the number of officers in the higher grades will be less than authorized by the Tables of Organization and the number of officers in the lower grades will be more than authorized by the Tables of Organization. This condition must be accepted so long as the total number of officers in the Air Corps is not exceeded.

It is recommended that promotion from Second Lieutenant to First Lieutenant and from First Lieutenant to Captain be purely by seniority at all times, and that, until the upper grades are completely filled to their authorized number, promotion to the grades of Major, Lieutenant Colonel and Colonel be made by seniority.

James L. Neering 7/26/86

0507

When, however, stabilization in promotion obtains, it is recommended that where there are more officers eligible for promotion to the grades above Captain than there are vacancies in the grade to which eligible, an examination should be given the officers eligible for promotion once a year and that the officers making a passing grade be considered as a group, from which selection shall be made for promotion to the next higher grade. If an officer shall take this examination and fail to make a passing grade, he should be dropped from the active list of Air Force and given a retirement pay equal to a certain percentage of his pay at date of elimination. This percentage should be determined by multiplying by two the number of years which he has served as an officer in the Air Force. As an example, if he has served ten years, he is eligible to the promotion of grade of Major and, if eliminated because of inability to pass the promotion examination, he should receive as retirement pay, 20% of the pay which he is receiving at the time of elimination.

If an officer is eligible for promotion, takes the examination and passes it, but is not selected for promotion, he should be allowed to serve in his present grade for not to exceed 5 years after he is eligible for promotion. He should be required to take the promotion examination annually during this 5-year period, and if he fails to be selected for promotion after serving five years as eligible, he should then be eliminated with pay, which is calculated as above described.

I have worked out the promotion schedule up to and including the year 1965 and I believe that the above system is workable and will keep the officers list in its proper proportion and will keep the officers efficient. If after ten or fifteen years it is found that the upper grades are overcrowded or not filled, modification of this plan can be made to eliminate the difficulty encountered.

James L. Neering 3/26/86

0508

I do not know exactly how many officers are now commissioned in the Aviation Bureau and in the Central Aviation School, but I am assuming that the number is somewhere between 150 and 200. It is believed that a considerable number of these officers will be eliminated in their refresher training, all of which will occur between now and the end of the present calendar year. I, therefore, recommend that the promotion list of the Air Force should be made up as of Jan. 1st, 1933, and that prior to that time, a Board of Officers consisting of the Chief of the Air Force, the Assistant Chief in charge of Schools, the Assistant Chief in charge of operations, and, as a non-voting member, the Aviation Adviser, should be formed for the purpose of determining the position on the promotion list of those officers who will be in the Air Force on Jan. 1st, 1933. In making its selection, the Board should consider length of service, age, efficiency and physical condition of the personnel involved, and in its recommendations, it should be bound by the proportion of officers in each grade as recommended above. It is also recommended that during the refresher training which will obtain between now and the end of the year, all of those officers who fail to qualify either physically or for lack of flying ability shall be dropped from the rolls of the Air Force without further consideration except as noted below. This seems a little drastic, but is necessary in order to keep the new Air Force from being cluttered with dead wood at its inception. In the 5-year program, it is recommended that not over 20% of officers actually in each grade could be non-flying officers. This should be rigidly adhered to if the flying efficiency of the Air Corps is to be maintained. If any of the officers about to receive refresher training are found unfit to be retained on a flying status but are exceptionally good men, they should be retained in the Air Force on a non-flying status, so long as the 20% in each grade is not exceeded.

Tentative pay schedule No. 1 is based upon the present pay schedule of the United States Army, using the Mex Dollar as the basis of pay compared on equal terms with the U. S. Dollar. That is to say, where the base pay of the Second Lieutenant in the American Army is \$125.00 Gold, the base pay of a Second Lieutenant in the Chinese Air Force is \$125.00 Mex. This is fair because the purchasing value of the dollar in each country is about equal.

Not being familiar with personal financial problems of the Chinese, it may be that tentative schedule No. 1 is high. If this be the case, schedules Nos. 2 and 3 have been added as alternates.

If the above system is adopted, the Board of Officers above suggested for the selection of personnel should draw up regulations defining the amount of flying that a rated pilot or observer must do monthly in order to receive his additional pay for flying. In the United States, an officer when rated as a pilot or observer is issued flying orders and is considered to be on flying duty at all times. If, however, he does not actually perform a required amount of flying per month, he does not receive his flying pay for that month. When an officer becomes unfit physically or for any other cause to fly as military pilot or observer, he is removed from the list of flying officers and is then ineligible to receive flying pay.

The above recommended system of promotion and pay is believed to be workable and efficient. If the system is approved, details of the plan can be worked out between now and Jan. 1, 1933, at which time the system should be put into effect.

James K. Nearing 7/26/86

0512

G-2 Report

6770

CHINA (Military)

Subject: Central Aviation School, Hangchow

Cadet quarters and offices have been made by reconstruction of old single storied barracks. They are entirely suitable.

Construction of smaller houses (about 30) for Chinese officers has commenced.

Ammunition:

The following has been ordered from Italy:

50	-	500	Kilo Air Bombs
200	-	300	" " "
500	-	100	" " "
10,000	-	rds.	machine gun ammunition for Lewis (rear M.G.)
10,000	-	rds.	machine gun ammunition for front machine gun.

NOTE: It is practically certain that the twenty Fiat bombers newly purchased by the Chinese Government, of which the above mentioned six are at the school, and the ammunition listed above were bought from funds remitted from Italian Boxer Indemnity.

W. S. Drysdale

AG

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:
4 MID
1 File

SECRET

4 Flood Light Truck Units

Complete School Depot, consisting of:

- Machine shop
- Woodworking shop
- Propeller shop
- Instrument shop
- Fabric shop
- Doping and painting shop
- Vadmiun plating shop
- Parachute shop
- Motor test stands, etc.

Modern School Building:

Remodelled office and barracks compound.

Modern village for office personnel.

An adequate, sanitary water supply has not yet been installed.

This is most necessary for fire protection, maintenance of health of the command, and for water power.

All in all, it is considered that money allotted has been spent wisely and well in the ground development of the School.

Full credit should be given General P.T.Mow for efficient planning, foresight, energy and hearty cooperation displayed during this year. His work, understanding and ability are of the highest order.

SECRET

James K. Nearing 7/26/86

0537

SECRET

3. Progress of the Aviation Bureau.

- a. The Aviation Bureau was moved from Nanking to Hangchow and officially commenced functioning in Hangchow on October 16th 1932.
- b. The Aviation Bureau has not kept pace with the Aviation School in organization, development and results accomplished.
- c. Results Accomplished.
 - (1) A system of pay and promotion of aviation personnel promulgated.
 - (2) Preliminary work on airway strip maps.
 - (3) Partial completion of airways radio net.
 - (4) Squadron organization charts drawn up and promulgated.
 - (5) Drew up regulations for and undertook the examination of flying cadets.
 - (6) Number of squadrons in the field concentrated from 7 to 3 squadrons, for more efficient operation.
 - (7) Drew up plans for hangars and proper fields at strategic points, including enlarging old fields.
 - (8) Squadron training schedules prepared.
 - (9) Staff School in progress of organization.
- d. Flying cadet selection has been of high standard, so that qualified and admitted cadets are of excellent material for flying instruction.

SECRET

0538

DECLASSIFIED BY NND740058

James L. Nemmy 7/26/86

SECRET

Flying Cadet Examination Statistics.

	<u>July 1932</u>	<u>Jan'y 1933</u>	<u>Aug. 1933</u>	<u>Total.</u>
Number of candidates	350	918	730	1998
Passed preliminary physical examination	180	433	379	992
Passed Mental Examination	150	317		464
Passed both mental and preliminary	124	199	133	456
Passed Special aviation physical examination	97	124	76	297

- (1) Percentage of total candidates to
pass preliminary examination.....22.8%
- (2) Percentage of successful preliminary
candidates to pass special aviation
physical examination..... 65.13
- (3)Percentage of total candidates to
pass all entrance requirements..... 14.85

SECRET

James K. Nearing 7/26/86

0541

SECRET

5. Anti-Aircraft Development.

There has been very little progress in this important department. A German instructor was procured and certain cannons purchased and erected, but, no school has been started and there is absolutely no anti-aircraft defense for the expensive equipment and installations of the Central Aviation School.

SECRET

James K. Neering 7/26/86

0547

G-2 Report.

6750 - Tactical Schools. 9
Separate Combat ArmOFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2078-125

CHINA (MILITARY)

Subject: Central Aviation School,
Hangchow, China.TRAINING.(1) Refresher Course for Officers.

1st Class started training September 1932 -	
Entered 50 officers - Graduated	30
2nd Class started training February 1933 -	
Entered 10 officers - Graduated	5
* 3rd Class started training May 1933 -	
Entered 39 officers - Graduated	2
4th Class started training June 1933 -	
Entered 58 officers - Graduated	16
Total graduated	53

* 6 officers returned for further training.

The disposition of above personnel has been as follows:-

Instructors	15
1st Bomb Squadron	15
Administration	2
Death	2
Sickness	3
Advance training	16
	53

(2) Cadets.1st Class - Started training October 1932 -
Entered 92 - Graduated 50 who underwent advanced
training immediately thereafter.2nd Class - Started training October 1933 -
Entered 112.Advanced Training.

Observation	13 officers,	17 cadets	total	30
Pursuit	9	"	22	" " 31
Bombardment	9	"	11	" " 20

Special observers 33 officers, 7 cadets total 40

Total students undergoing training Sept. 1933 - 233

All of above data is as of September 1933.

From M/A, China.

Report No. 8858.

June 28, 1934.

James I. Muir 3/26/86

0554

SECRET

2. This office has no means for verifying the accuracy of the above information. Judging from the source, it seems to be reliable.

James I. Muir

JAMES I. MUIR,
Major, General Staff Corps,
A. C. of S., G-2.

Enclosures-

4 photographs

1984 AUG - 14 - AM 9:53

RECEIVED
RECORD SECTION
M.I.D.

SECRET

James K. Neering 3/26/86

0559

G-2 Report.

6750 - Tactical Schools;
Separate Combat Arm.
(ADD)

CHINA (Military)

Subject: Central Aviation School and Auxiliary Fields.

CONCLUSION.

The Central Aviation School is a well equipped, well organized institution suitable for the training of Chinese flying cadets assigned for aviation instruction and is capable of some expansion. Colonel Jouett and his American instructors may be justly proud of the institution and of the type of pilots graduated. While the planning of the school and the supervision of the details rested with Colonel Jouett and his staff the present institution could not have been completed without the intelligent cooperation of Mr. T. V. Soong and other high Chinese officials.

The morale of the cadets is excellent, they apply themselves diligently and earnestly to the task assigned and the discipline seems good.

Instruction is progressing smoothly and the feeling between the American group and the Chinese Commander, his staff and all Chinese personnel seems remarkably good.

Should Italian officers take over from the American mission, the change in the language, in methods and in temperament will probably slow down and reduce the efficiency of the school at least temporarily. While it is practically assured that General Lordi, now acting as Chief of Staff of the Chinese Air Forces, will assume most of the responsibilities now resting with Colonel Jouett upon the latter's departure next summer, it is barely possible that a small group of Americans may be retained to continue instructional duties at this school.

SOURCE:-

Personal inspection and information furnished by officials at the Central Aviation School.

W. S. Drysdale
W. S. Drysdale,
Lieutenant-Colonel, Infantry,
Military Attache.

1 sketch map attached.

Distribution:
6 MID
1 Legation
1 File

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0572

OVERSIZE DOCUMENT

2078-127, Encl. 1
(1)

HAS BEEN FILMED AT THE END OF THIS ROLL.

James L. Nearing 7/26/86

0576

G-2 Report

6500
Equipment

CHINA (Military)

Subject: Bombing Planes

WEIGHTS AND LOADS - cont'd.

Weight of plane kilos 2850

B) Total loading (strategical reconnaissance)

Fuel oil (for 6½ hours flight at 3000 meters
and 190 kilometer p. hour speed)

.....	kilos 980
Lubrication	" 70
Equipage	" 160
Bombs	" 300
Machine guns and ammunition	" 80
Radio set and camera	" 110

Total load " ----- 1700

TOTAL WEIGHT " ----- 4550

FLYING PERFORMANCESWith total load of kilos..... 1700

Maximum speed on ground 227.5 kilometers/hour

	at meters	1000	2000	3000	4000
Max. speed	kilom/hrs.	215	209	202	190

Minimum landing speed..... 102.0 kilom/hour

Climbing Times:

	at meters	1000	2000	3000	4000
	in.....	4'36"	10'58"	18'46"	34'

Length of run for starting..... meters 300

" " " " landing " 270

" " " " landing with brakes..... " 240

Absolute ceiling " 6250

Service ceiling " 5800

Flight range 6½ hours

Flight distance 1300 kilometers

Tolerance on above figures: 5%

Each plane is equipped with two Salvador parachutes.
With these planes have arrived fifty 500-kilo. bombs, two
hundred 300-kilo. bombs and five hundred 100-kilo. bombs.

James L. Neering 3/26/86

0577

G-2 Report

6500
Equipment

CHINA (Military)

Subject: Bombing Planes

Source: Personal observation and data officially
obtained at Hangchow airdrome.

COMMENTS: These planes are being set up in Hangchow
under supervision of the foreign advisers headed by Colonel
Jouett.

W. S. Drysdale

SVC

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:

4 MID
1 Mr. Howard
1 File

James K. Neumy 7/26/86

0580

G-2 Report

6110 - Agencies
of Central Govt.

CHINA (Military)

Subject: Reorganization of Chinese Air
Force

One of the great difficulties in the Air Force now is the number of worthless fliers and non-flying officers. For example, in the Air Ministry at Hangchow there are some two hundred officers. Only two of these are fliers.

This plan for "purifying" all the air units is being worked out by the Jouett mission and if carried out unhampered by political interference will greatly increase the efficiency of the Air Force.

W. S. Drysdale

SVC

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:
4 MID
1 File

James L. Neering 3/26/86

0587

G-2 Report

9100 -Organization
GeneralCHINA (Aviation
Military)

Subject: Organization of Chinese Air Corps

(2) The Administrative Division to be located at the Aviation Commission Headquarters. Its various functions are indicated by the subdivisions on the organization chart.

(3) The Engineering and Technical Supply Division to be located at a separate station with no tactical troops stationed thereat, maintaining a sub-office at the Aviation Commission Headquarters. Shanghai, the present location of this division, is considered to be ideal since it is the hub of the transportation network of China both internal and external.

The functions of this division are to procure, receive and test all technical equipment which is purchased. When airplanes are purchased from abroad, these should be erected and tested at the point of receipt and then flown to whatever station they are required. Similarly, when other technical supplies are received, they should be inspected and then shipped to the stations where they are required. No supplies other than those currently needed for local operations should be maintained at the headquarters of the Engineering and Technical Supply Division, but should be sent to regular supply points as soon as they have been tested and accepted. This division is also charged with the maintenance of all technical equipment and the chief of the division should have on his staff a number of qualified maintenance engineers who make periodic inspections of the maintenance systems at all aviation administrative functions.

(c) The independent air force shall have no administrative functions. All matters of administration, except the necessary internal military administration of the squadrons and groups composing the air force, shall be performed by the Aviation Commission. The Commanding General of the Air Force should be a flying officer of wide experience. He shall report directly to and be directly responsible to the Chairman of the Council of National Defense. He is responsible for the uniform training, discipline and efficiency of the Air Force so that it will be ready at all times to engage in aerial warfare against the enemies of the Central Government.

The Air Force shall be composed of three branches, i.e., Bombardment, Pursuit and Observation, with Bombardment as the basic branch.

The smallest complete fighting unit of the Air Force to be the squadron and the number of airplanes assigned to each type of squadron to be as follows:

Bombardment Squadron,	10	airplanes
Observation	"	10
Pursuit	"	15

This organization provides for the 9 plane formation for bombardment and observation, with one reserve plane per squadron for replacement or for special command missions. It provides for the use of pursuit squadrons of the 12 plane formation, with three planes in reserve.

James K. Neering 7/26/86

0590

SECRET

G-2
OFFICE OF STAFF
MIL. INTEL. DIV.
2078-130
JUN 6 1938
WAR DEPARTMENT

May 31, 1938.

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Chinese Air Force.

The Secretary of War directs that a secret radiogram, in substance as follows, be forwarded to the Military Attache, Peiping, China:

Radio pertinent data and forward in the next pouch following information for the Chief of Staff: (a) the organization of the Chinese air force with chart; (b) what method of control is used to accomplish the general military mission? i.e., does the Commander of the Field Forces or Army Commanders exercise control over aviation units?

ACTION TAKEN
May 31, 1938
ACW

E. R. W. McCABE,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

td

16 Received A. G. O MAY 31 1938

3:25

SECRET

DECLASSIFIED BY NND740058

James K. Verney 7/26/86

0593

Inter-communication blank.
The American Oil Co. OFFICE CHIEF OF STAFF
M.L. INTEL DIV.

2/28/33.

MAY 4 2078-13/ 1933
WAR DEPARTMENT

War Department,
Washington, D. C.

Gentlemen:

I will appreciate very much if you will advise me the
name of Commander of the Chinese Air Force and where he can be
located by letter.

Thanking you for this information.

Yours very truly,

(signed) Fred W. Mc Ginnis,
Gore Hotel,
Clarksburg, W. Va.

C O P Y

DECLASSIFIED BY NND740058

James L. Nemmy 7/26/86

0595

- 2 -

II. That the attached letter from Mr. Mc Ginnis, dated February 28, 1933 be filed.

ALFRED T. SMITH,
Colonel, General Staff,
Assistant Chief of Staff.

1 Incl.
Letter from F. W. Mc Ginnis
dated 2/28/33.

lgl

James K. Neimay 7/26/86

0597

G-2 Report

5200
Aeronautical
Manufacture

CHINA (Aviation)

Subject: China Silk Appliances Company
(Parachute)

miles per hour and opened in less than three seconds carrying a dummy weighing with attachments 185 lbs. Further tests are on schedule.

Source: Edward P. Howard, American Trade
Commissioner, Shanghai.

COMMENTS: This is believed to be the first parachute factory in China and if their output is satisfactory will no doubt seriously compete with the foreign equipment now used due to the cheapness of local materials and labor.

AG

W. S. Drysdale
W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:
4 MID
1 File

James K. Neering 3/26/86

0500

G-2 Report

5190

CHINA (Aviation)

Subject: Agents of Foreign Airplane and
Equipment Manufacturers in China.

The German interests have been handicapped by the conditions concerning aircraft in their country. At present there are some Junkers commercial planes in use but apparent lack of facilities for maintenance has caused a large number to be decommissioned.

Czechoslovakian interests had one "Avia" plane for demonstration at Mukden when the incident occurred in 1931. It is believed that no sales have been made since that time.

W. S. Drysdale

HLB

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:

3 MID
1 File

James K. Nanning 3/26/86

0610

G-2 Report

CONFIDENTIAL

MIL. INTEL. DIV.

6-1 2078-134

AUC 6550 Equipment -
WAR DEPARTMENT
General

Annex "A"

To accompany Report No. 8866.

Subject: Military Aircraft of the Central Government.

According to the agent who sold the most of those planes recently bought by the Central Government the purchase prices in US dollars were:

Fleet Primary trainers	\$4,500 each
Douglas Basic trainers	18,000 each and \$23,000 each
Curtiss Hawk pursuits	22,227 each
Northrup light bombers	45,750 each

James K. Nearing 7/26/86

0613

G-2 Report

Chengho, in northern Fukien, has erroneously been written Chingho in the above account.

W. S. Drysdale

W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

Distribution:

4 MID
1 File

James K. Neering 7/26/86

0617

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.*2078-136*
*307-0004*WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS (2-A)
WASHINGTONOFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

APR 24 1934

WAR DEPARTMENT

April 23, 1934.

NOTED
BY BUREAU

MEMORANDUM FOR: Foreign Liaison Officer, G-2.

SUBJECT: Further report on Douglas aircraft factory
in China.

1. Reference is made to Memorandum of this office, March 9, 1934, to the Executive Officer, G-2, forwarding copies of "Confidential reports from Captain M. S. Fairchild" regarding visit of Soviet engineers to Douglas plant, and report on Douglas Aircraft Company investment in aircraft factory in China.

2. Attached is copy of 3rd Ind., April 9, 1934, to the Chief, Materiel Division, Air Corps, and 4th Ind., April 16, 1934, in reply, on the same subject. These copies may be retained for your files.

For the Chief of the Air Corps:

W. R. WEAVER,
Lt. Colonel, Air Corps,
Air Liaison Officer.*E. E. Hildreth*
By1 Incl-
Cy. 3d and 4th Inds.*2d Ind. 131, 4/24/34*E. E. Hildreth,
Capt. Air Corps,
Assistant.

James K. Neuman 7/26/86

0626

2 Report.

6150 - Services.

CHINA (Military)

Subject: The Kwangsi Air Force.

To date the French have not used their position in Indo-China to extend their influence into Kwangsi as they have done in Yunnan. This no doubt is due to the geographic location of Kwangsi and to its more natural trade and communication routes with Kwangtung.

S. V. Constant
S. V. Constant,
Major, Cavalry (D.O.L.),
Acting Military Attache.

Distribution:

6 MID.
1 File.

DECLASSIFIED BY NND740058

James L. Nearing 7/26/86

0632

27) Arbitrage.

28) This Agreement is executed in quadruplicate, each party retaining two copies.

Done in Shanghai, etc., etc.

Source: Report No; 8026, American Consulate General,
Shanghai, July 14, 1934.

James L. Neering 7/26/86

0634

G-2 Report

CONFIDENTIAL

CHINA (Military)

Subject: Key to Defense Plan,
Chinese Air Corps6-1
SEP 27 19346020
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2078-142

WAR DEPARTMENT

RECEIVED G/2 W. D. SEP 25 1934

Forwarded herewith are copies of a confidential document secured from the Chinese Central Government Air Corps. This plan was approved by Chiang Kai-shek and it is expected that it will be gradually carried out. A chart showing all fields and installations will be submitted later.

The Defense Plan for Zones IV and V are not available at present. These zones are no doubt allocated to the South and Southwestern (Canton) administration.

It is interesting to note that the total number of planes to be eventually located (during peace time) in Zones I, II and III number 435, exclusive of training and other ships at the Central Aviation School.

Chiang Kai-shek and his advisers seem eager to build up the air force and a determined effort may be expected to carry out the fundamentals of this plan.

*W. S. Drysdale*W. S. Drysdale
Lieutenant-Colonel, Infantry
Military Attache

1 encls.

Distribution:

6 MID
1 File

James L. Nanning 7/26/86

0636

CONFIDENTIAL

B. Zone II.

1. Advance Airdrome - Haichow.

This should accommodate one group, but will have no troops garrisoned thereat.

2. First Line Airdrome - Ichow
Hwaiian

These should be permanent airdromes built to accommodate one group. In normal peace time, they will be garrisoned as follows:

Ichow - 1 pursuit squadron
Hwaiian - 1 bombardment squadron

3. Intermediate Airdromes - Yenchow
Pengpu

These should be large enough to accommodate one group, ✓ but will not be garrisoned.

4. Base Airdrome and Intermediate Depot - Suchow.

This should be a permanent 2-group garrison and in time of peace should have the following troops stationed thereat:

1 observation squadron
1 pursuit group minus 1 squadron
1 bombardment group minus 1 squadron

5. Base Depot - Sinyang (see paragraph A - 6 above)

C. Zone III.

1. Advance Airdrome - Shanghai.

This should be large enough to accommodate one group, but should not be garrisoned.

2. First Line Airdromes - Nanking
Changchow
Soochow
Huchow
Ningpo

These should each be permanent group airdromes and in time of peace should have the following garrisons:

Nanking - 2 observation squadrons
Changchow - 1 bombardment squadron
Soochow - 1 pursuit squadron
Huchow - 1 pursuit squadron
Ningpo - 1 bombardment squadron

3. School and Auxiliary Depot - Hangchow

This should be used as a tactical station only in an emergency.

James K. Nemy 7/26/86

0637

CONFIDENTIAL

4. Intermediate Airdrome - Anking.

This should be large enough to accommodate a group, but no troops should be garrisoned thereat.

5. Intermediate Airdrome and Intermediate Depot - Chuchow

The airdrome here should be large enough to accommodate one group, but no tactical troops should be garrisoned thereat.

As an Intermediate Depot, it should have repair facilities and should carry supplies of bombs, ammunition, fuel, etc., for ten missions of each of the airplanes which it serves.

6. Headquarters Airdrome and Base Depot - Nanchang

- a. Nanchang should be a permanent garrison and in time of peace have the following troops stationed thereat:

2 pursuit groups each minus 1 squadron
2 bombardment groups each minus 1 squadron
1 observation group

- b. As a Base Depot, it should have full repair facilities and should carry supplies of bombs, ammunition, fuel, etc., for thirty missions of all airplanes which it serves.

NOTE: The Nanchang Base Depot serves Zones III, IV and V.

D. RESUME.

1. Zone I -	a.	1 Bombardment Group	- 30	airplanes
	b.	1 Pursuit Group	45	"
	c.	1 Observation Group	45	"
2. Zone II -	a.	1 Bombardment Group	30	"
	b.	1 Pursuit Group	45	"
	c.	1 Observation Squadron	15	"
3. Zone III -	a.	2 Pursuit Groups	90	"
	b.	2 Bombardment Groups	60	"
	c.	1 Observation Group	45	"
	d.	2 Observation Squadrons	30	"

DECLASSIFIED BY NND740058

James K. Nearing 7/26/86

0639

OVERSIZE DOCUMENT 2078-142, Encl. 1
(2)

HAS BEEN FILMED AT THE END OF THIS ROLL.

DECLASSIFIED BY MND740058

James K. Neering 3/26/86

0649

Date _____

Received from the Chief of the Air Corps the following listed
secret papers:

Copy of a Memorandum, November 8, 1934, to The
Adjutant General (Liaison), on the subject of
export sale of Martin Bomber airplanes, and -

Memorandum, November 27, 1934, Acting Executive,
A. C., to Foreign Liaison Officer, G-2, subject,
"Cablegram - Military Attache, Peiping -- Sale
of Martin Bombers".

Name _____

Rank _____

Encl 4 -

DECLASSIFIED BY NND740058

James K. Neumayr 3/26/86

0650

MILITARY INTELLIGENCE DIVISION

In replying refer to
G-2/2078-144

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

November 30, 1934

SECRET

MEMORANDUM for A. C. of S., G-4:

Subject: Sale of Martin Bombers.

With reference to paragraph 5 of Memorandum from the
Chief of the Air Corps, November 27, 1934, herewith, your comment
or recommendation is requested.

Alfred T. Smith
Alfred T. Smith,
Brigadier General, General Staff.

Encl.
hbr

SECRET

IN G-4 DEC - 1 1934

16494-62

FFP 21 1935

OFFICE CHIEF OF STAFF G-2
MIL. INTEL. DIV. C B
2078-144
4
WAR DEPARTMENT

James K. Neering 3/26/86

0651

G-4/16494-62

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
SUPPLY DIVISION G-4
WASHINGTON

FEB 21 1935

SECRET

2078-144

G-4

5

EBL

LBM

December 4, 1934.

MEMORANDUM FOR THE CHIEF OF G-2 DIVISION:

Subject: Sale of Martin Bombers.

1. Reference your memorandum to G-4, dated November 30, 1934, G-4 concurs with the recommendation of the Chief of the Air Corps, that there is no military objection to the sale of the Martin Bombers, Models B-10 and B-12, to foreign governments.

2. Such requests have formerly met with unfavorable consideration but, in line with the Joint Army and Navy Aeronautical Board policy that new types of airplanes may be released one (1) year after going into production and for other good and sufficient reasons, G-4 believes it advisable to acquiesce in negotiations looking to the export of Martin Bombers of Model B-10 and B-12 after November 27, 1934.

*R. E. Callan*R. E. CALLAN,
Major General,
Assistant Chief of Staff.Incl.
G-2/2078-144 to G-4,
11-30-34, w/Incl.

mkl

SECRET

James K. Nearing 7/26/86

0652

MILITARY INTELLIGENCE DIVISION

IN REPLYING REFER TO

G-2/2078-144

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON D. C.

DEC 21 1935

OFFICE CHIEF OF
MIL. INTEL. G-2
C/B

2078-144

6

December 5, 1934

SECRET

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Sale of Martin Bombers.

1. Attached hereto is a cable from the Military Attache Peiping, dated November 2, 1934, transmitting the query of the Chinese Government as to whether or not it is possible to purchase the Martin Bomber.

2. On November 8, 1934, the Chief of the Air Corps stated that there was no military objection to the sale of the Martin Bomber after November 27, 1934.

On December 4, 1934, the Assistant Chief of Staff, G-4, concurred in the recommendation of the Chief of the Air Corps.

3. Recommendation:

That this Division despatch a cable in secret code substantially as follows to the Military Attache, Peiping:

"No objections by Army and Navy to sale
Martin Bomber models B dash ten and B dash twelve."

*Alfred T. Smith*Alfred T. Smith,
Brigadier General, General Staff.Encl.
hbr

OFFICE OF CHIEF OF STAFF

15270-103



DEC 6 1934

SECRET

Supervisor

James K. Nevin 7/26/86

0653

OCS/15270-103

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON, D. C.

SECRET

FEB 21 1935

OCS MIL. INTEL. DIV.

CFS

2078-144

WAR DEPARTMENT

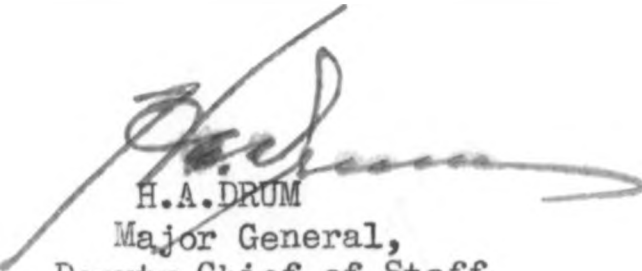
December 11, 1934.

MEMORANDUM for A.C. of S. G-2:

Subject: Sale of Martin Bombers. (G-4/16494-62)

The Secretary of War directs that the Assistant Chief of Staff, G-2 dispatch a cable, in secret code, substantially as follows, to the Military Attache at Peiping:

It has been determined no military objections to sale of Martin bombers Model B-10 and B-12, but application should be made through regular diplomatic channels.


H.A. DRUM
Major General,
Deputy Chief of Staff.

SECRET

MY

James K. Neering 7/26/86

0662

RESTRICTED

Classification

Enclosures

2078-147

Record Section File No.

Copy No.

For Record Section Only

RECEIVED G/2 W. D. NOV 1 1940

MILITARY INTELLIGENCE DIVISION

WAR DEPARTMENT GENERAL STAFF

MILITARY ATTACHE REPORT CHINA

Country Reported On

Subject Chinese Military Aircraft Factory
Brief Descriptive Title at Kunming

I.G. No. 8510

Source and Degree of Reliability:

Military Attache

Summarization of Report

When Required

Report of visit of M.A.

In Comments on Current Events Enter Item Headings Here

G-2 Distribution: 4, _____
Copy No. 1, R/S; 2, L/C; 3, Section File

5, _____

6, _____

From M. A. China
This line to appear on all succeeding pages

Report No. 9931

Date September 23, 1940

RESTRICTED

Classification

James K. Nearing 7/26/86

0001

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Available**

(d) Nearest "Shell" agent;

Postal address: **Messrs. Kwang Teh**Telegraphic address: **4798, Changsha**

Telephone No.

(e) Accommodations: Hangars **There are known to be three and there may be more (November 1934)**

Nearest Hotels: Address

Only Chinese hotel accommodations (3d class) available.(f) Repairs **Unknown**(g) Medical **No - nearest Nanchang**(h) Customs **Unknown**

12. COMMUNICATIONS

(a) Telephone **No**(b) Telegraph **Yes, in Changsha**(c) Radio **No**(d) Road **Yes, into Changsha**(e) Railway **No**13. METEOROLOGICAL INFORMATION **Unknown**14. CHARGES **Unknown**15. NEAREST CONSULATES **At Hankow**16. DISTANCES: From **Changsha** To: **Nanchang 52 miles 84 kms**17. MAGNETIC COURSES: From **Changsha** To: **Nanchang 24°**18. REMARKS: **Little is known of this aerodrome other than it is used by the Chinese military as an emergency landing ground (November 1934)**

Final K. Neimay 7/26/86

0585

No. 9

AERODROME—NORTH CHINA AREA

(ISSUED DECEMBER 1934)

CHINCHOW

1. CLASSIFICATION. **1st Class—Military. Used by the Manchukuo Aviation Co.**
2. CONTROLLING AUTHORITY. **Manchukuo military authorities at Hsinking (Changchun)**
3. POSITION.
 - (a) Latitude **41° 10' N.** Longitude **121° 00' E.**
 - (b) Magnetic variation **50° 30' W.** Date **1933** Annual change **Between 2° and 3°**
 - (c) Local (relative) situation. **About 2 miles W. E. of Chinchow railway station on the Fengshan (Peiping-Mukden) Railway**
 - (d) Height above sea-level. **About 20 feet (6 metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **Details not known but said to be fairly large** Metres
 - (b) Surface conditions: **Unknown**
 - (c) Boundary markings, Day. **Unknown**
 - (d) Boundary markings, Night. **Unknown**
 - (e) Landing & Take-off zones (if specially defined) **Unknown**
5. WIND INDICATION. **Unknown**
6. NO-WIND LANDING DIRECTION. **Unknown**
7. OBSTRUCTIONS. **Unknown**
8. LANDMARKS.
 - (a) Day **Unknown**
 - (b) Night **Unknown**
9. AERODROME CONTROL.
 - (a) Position **Unknown**
 - (b) Signals **Unknown**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	Very cold, snow or rain in March. N winds.
April—June	Warmer, fine—strong S winds
July—September	Hot, stormy during August and September. S winds
October—December	Cold and fine with N winds

Jimmie K. Nearing 3/26/86

0687

AERODROME - NORTH CHINA AREA

ISSUED DECEMBER 1941

11. FACILITIES.

(a) Service stations and installations.

Unknown

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water Yes

(d) Nearest "Shell" agent;

Postal address: A. F. C. Agent, Chinshow

Telegraphic address: Ah-Si-Ah Chinshow Telephone No.

(e) Accommodations: Hangars

Nearest Hotels: Address

(f) Repairs

(g) Medical

(h) Customs

12. COMMUNICATIONS

(a) Telephone

(b) Telegraph

(c) Radio

(d) Road

(e) Railway

UNKNOWN

13. METEOROLOGICAL INFORMATION

14. CHARGES

15. NEAREST CONSULATES

At Moukden or Tientsin

16. DISTANCES: From Peiping (Nanyuan)

" Calcutta

" Tokyo

To: Chinshow 250 miles 400 kms.

" " 4342 " 6968 "

" " 1320 " 2137 "

17. MAGNETIC COURSES: From Chinshow

" "

To: Moukden 72°

" Dairen 174°

18. REMARKS:

This aerodrome should only be used for an emergency landing until further notice.

James L. Newman 7/26/86

0689

AERODROME-NORTH CHINA AREA
(ISSUED DECEMBER 1941)

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Available**

(d) Nearest "Shell" agent;

Postal address: **Yuen Hwa, Chinhai**Telegraphic address: **Yuen Hwa, Chinhai**Telephone No. **Chinhai No. 504**(e) Accommodations: Hangars **Nil**Nearest Hotels: Address **Standard (2d class) Camp, Ningpo, about 12 miles from Chinhai. Tel. 727. Only Chinese accommodations (poor) available at Chinhai.**(f) Repairs **No.**(g) Medical **Hwa Mei Hospital, Ningpo.**(h) Customs **Do**

12. COMMUNICATIONS

(a) Telephone **To Chinhai and Ningpo**(b) Telegraph **At Chinhai**(c) Radio **At Ningpo**(d) Road **Not into Chinhai but there is a motor road from Chinhai to**(e) Railway **No** **Ningpo.**13. METEOROLOGICAL INFORMATION **Nil**14. CHARGES **Nil**15. NEAREST CONSULATES **At Shanghai**16. DISTANCES: From **Chinhai**

To:	Wenchow	150 miles	241 kms.
	Hangchow	98 "	158 "
	Shanghai	90 "	145 "

17. MAGNETIC COURSES: From **Chinhai**

To:	Wenchow	208°
	Hangchow	286°
	Shanghai	355°

18. REMARKS: **This aerodrome should only be regarded as an emergency landing ground.**

Jimmie K. Nearing 7/26/86

0691

11. FACILITIES.

(a) Service stations and installations. **Nil**(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list. **Impossible to lay down**(c) Water **Available****supplies at this place.)**

(d) Nearest "Shell" agent;

Postal address: **No representative**

Telegraphic address:

Telephone No.

(e) Accommodations: Hangars **Nil**Nearest Hotels: Address **Chinese hotel accommodation only**(f) Repairs **Unknown**(g) Medical **Unknown**(h) Customs **Unknown**

12. COMMUNICATIONS

(a) Telephone **Unknown**(b) Telegraph **Eurasia maintain their own radio station on the aerodrome.**(c) Radio **At Chuguchak**(d) Road **Unknown**(e) Railway **Unknown**13. METEOROLOGICAL INFORMATION **Unknown**14. CHARGES **Nil**15. NEAREST CONSULATES **At Peiping and Hankow**16. DISTANCES: From **Chuguchak****(about)**
To: **Urumchi (Tihwa) 340 miles 560 kms**17. MAGNETIC COURSES: From **Chuguchak** To: **Urumchi (Tihwa) 151°**

18. REMARKS: Little is known about this aerodrome--or landing ground as it really is--other than the fact that it was chosen by the Eurasia Aviation Corporation as the place where their machines would land and hand over mail, etc., to the Soviet air lines. Should an aviator contemplate flying out to China by this route it would be advisable for him to consult the Infthansa in Berlin who would be likely to have all the latest information re aerodrome, etc. Soviet gasoline believed available at Chuguchak.

Jimmie L. Newmyer 7/26/86

0694

No. **14****AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

DAIREN (Ghoussaitra)

1. CLASSIFICATION. **1st Class--Military (Japanese)**
2. CONTROLLING AUTHORITY. **Kwantung Japanese Military Headquarters, Port Arthur.**
3. POSITION.
 - (a) Latitude **38° 50' N.** Longitude **121° 20' E.**
 - (b) Magnetic variation **6° 3' W.** Date **1933** Annual change **Between 2' and 3'**
 - (c) Local (relative) situation. **About 6½ miles North-West of the city of Dairen**
 - (d) Height above sea-level. **100 feet (30.5 metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **1200 x 1000** Metres **1097 x 914**
 - (b) Surface conditions: **Grassland; generally good**
 - (c) Boundary markings, Day. **Trench all around**
 - (d) Boundary markings, Night.
 - (e) Landing & Take-off zones (if specially defined)
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **North North-West--South South-East**
7. OBSTRUCTIONS. **North--Chinese village
East--Telephone poles and wires and South Manchuria railway.**
8. LANDMARKS.
 - (a) Day **-**
 - (b) Night **-**
9. AERODROME CONTROL.
 - (a) Position **-**
 - (b) Signals **-**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	Cold and clear--occasional -strong NE winds
April—June	Mild, generally clear. NE to ESE winds
July—September	Hot, and clear--Fog during July--light S winds
October—December	Mild, turning cold--clear generally. ENE winds

N. B. -- Dense low lying fog prevalent around the Southern Coast of Liao Tung peninsula during latter part of May and June.

James L. Newmyer 7/26/86

0698

No. **17****AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

HAICHOW (Yang Hwei)

1. CLASSIFICATION. **2nd Class — Government owned.**
2. CONTROLLING AUTHORITY. **Ministry of Communications — Nanking.**
Aerodrome used by the China National Aviation Corporation.
3. POSITION.
 - (a) Latitude **34° 40' N.** Longitude **119° 20' E.**
 - (b) Magnetic variation **30° 45' E.** Date **1953** Annual change **—**
 - (c) Local (relative) situation. **About 1½ miles North-West of the city of Haichow and about 2½ miles South of the town of Jinqushan.**
 - (d) Height above sea-level. **About 30 feet (9.15 metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **300 x 800** Metres **274 x 731**
 - (b) Surface conditions: **Aerodrome lies in the centre of a flat grassy plain and becomes very soft after heavy rains, though not flooded.**
 - (c) Boundary markings, Day. **N11**
 - (d) Boundary markings, Night. **N11**
 - (e) Landing & Take-off zones (if specially defined) **N11**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **North East — South West**
7. OBSTRUCTIONS. **Practically none**
8. LANDMARKS.
 - (a) Day **N11**
 - (b) Night **N11**
9. AERODROME CONTROL.
 - (a) Position **N11**
 - (b) Signals **N11**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	Inclined to be stormy—fog and mist. NW winds
April—June	Fine. S winds
July—September	Hot—rainy. S and SE winds.
October—December	Fine with SE winds to commence with but stormy and NW winds during December

James K. Nanning 3/26/86

0699

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Yes**

(d) Nearest "Shell" agent;

Postal address: **Yuen Feng Heng--Simpuchan**Telegraphic address: **0068 Simpuchan** Telephone No.(e) Accommodations: Hangars **Nil**Nearest Hotels: Address **Only poor Chinese hotel accommodation available at Simpuchan**(f) Repairs **No**(g) Medical **At Haichow**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **No**(b) Telegraph **At Haichow and Simpuchan**(c) Radio **China National Aviation Corporation have their own radio**(d) Road **No. A mud pathway connects the aerodrome with Haichow and there is also a mud pathway leading to the main Haichow-Simpuchan road located about 1/2 mile from the aerodrome.**

(e) Railway

13. METEOROLOGICAL INFORMATION **No**14. CHARGES **No**15. NEAREST CONSULATES **Tsingtao**

16. DISTANCES:	From Haichow	To: Tsingtao	132 miles	212 kms.
	" Shanghai	" "	297 "	479 "
	" Kantungchow	" "	161 "	260 "
	" Calcutta	" "	3641 "	5856 "
	" Tokyo	" "	2029 "	3265 "

17. MAGNETIC COURSES: From **Haichow** To: **Tsingtao** **33°**18. REMARKS: **This aerodrome should only be used as an emergency landing ground.**

James L. Newmyer 7/26/86

0707

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Yes**

(d) Nearest "Shell" agent;

Postal address: **A.P.O., S.A.D. 3, Hankow**Telegraphic address: **DDRIC, Hankow**Telephone No. **23133**(e) Accommodations: Hangars **Two**

Nearest Hotels: Address

Terminus Hotel, French Concession (1st class)**Central Hotel (2nd class)**(f) Repairs **No**(g) Medical **At Hankow**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **From aerodrome to Hankow**(b) Telegraph **At Hankow**(c) Radio **China Natl. Aviation Corp. operate their own radio station**(d) Road **Yes-good road into Hankow**(e) Railway **At Hankow to Peiping**13. METEOROLOGICAL INFORMATION **No**14. CHARGES **Nil**

15. NEAREST CONSULATES

British, S.A.D. 1, Tel. 21055**French, French Concession, Tel. 22173****German, S.A.D. 1.****Italian, S.A.D. 1, Tel. 21505****American, S.A.D. 2, Tel. 21703**16. DISTANCES: From **Hankow**

To: Shanghai	415 miles	668 kms
Changsha	180 "	290 "
Ichang	170 "	274 "
Peiping	680 "	1046 "
Nanking	226 "	400 "

17. MAGNETIC COURSES: From **Hankow**

To: Changsha	207°
Ichang	274°
Nanking	70°
Peiping	13°

18. REMARKS:

James K. Neering 7/26/86

0713

11. FACILITIES.

(a) Service stations and installations. **N11**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Available**

(d) Nearest "Shell" agent;

Postal address: **A.P.Co., Chin Chao Hsiang, Ichang**
Telegraphic address: **DORIC, Ichang** Telephone No. **156**(e) Accommodations: Hangars **Two matched hangars**Nearest Hotels: Address **N11**
Only poor Chinese hotel accommodations available.(f) Repairs **N11**(g) Medical **At Ichang**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **Yes**(b) Telegraph **At Ichang**(c) Radio **China Natl. Aviation Corp., operate their own radio**(d) Road **Yes, into Ichang**(e) Railway **Yes, but only a local line**

13. METEOROLOGICAL INFORMATION

No

14. CHARGES

N11

15. NEAREST CONSULATES

At Hankow

16. DISTANCES: From

Ichang

To:

Chungking	333 miles	544 kms
Hankow	170 "	274 "
Changsha	200 "	323 "

17. MAGNETIC COURSES: From

Ichang

To:

Chungking	253°
Hankow	94°
Changsha	156°

18. REMARKS:

James K. Nanning 3/26/86

0715

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Available**

(d) Nearest "Shell" agent;

Postal address: **A.P.C., The Bund, Kiukiang**Telegraphic address: **DOMIO, Kiukiang** Telephone No.(e) Accommodations: Hangars **None at present**

Nearest Hotels: Address **Only Chinese hotel accommodations available, viz:**
Dah Hua Hotel (Tel. 60) and Kuo Min Hotel, Tel. 88.

(f) Repairs **No**(g) Medical **At Kiukiang (Saint Vincent's Hospital)**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **No**(b) Telegraph **At Kiukiang**(c) Radio **No**(d) Road **Poor road into Kiukiang from Kiu Hsing Cotton Mill**(e) Railway **At Kiukiang to Nanchang**13. METEOROLOGICAL INFORMATION **Nil**14. CHARGES **Nil**15. NEAREST CONSULATES **Japanese only at Kiukiang - other Consulates at Hankow**

16. DISTANCES: From Kiukiang	To: Nanking	234 miles	377 kms
"	Hankow	120 "	193 "
"	Nanchang	80 "	129 "
"	Shanghai	295 "	475 "
"	Anking	100 "	161 "

17. MAGNETIC COURSES: From Kiukiang	To: Hankow	302°
"	Nanchang	194°
"	Nanking	45°
"	Shanghai	72°

18. REMARKS: **This aerodrome has recently been enlarged and is still undeveloped. It is more than likely that hangars will be constructed in the future and the aerodrome generally improved (September 1934).**

James K. Nanning 3/26/86

0720

No. **30****AERODROME—NORTH CHINA AREA**(ISSUED DECEMBER 1934) **LOYANG (Kouanfu)**

1. CLASSIFICATION. **2nd Class—Government—Military**
2. CONTROLLING AUTHORITY. **Ministry of War, Nanking**
3. POSITION.
(a) Latitude **34° 40' N.** Longitude **112° 30' E.**
(b) Magnetic variation **2° 40' W.** Date **1933** Annual change **Between 2' and 3'**
(c) Local (relative) situation. **About 2 miles West-South-West of the city of Loyang**
(d) Height above sea-level. **About 656 feet (200 metres)**
4. LANDING AREA.
(a) Main dimensions: Yards **656 x 438** Metres **600 x 400**
(b) Surface conditions: **Generally good.**
(c) Boundary markings, Day. **Unknown**
(d) Boundary markings, Night. **Nil**
(e) Landing & Take-off zones (if specially defined) **Nil**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **East and West**
7. OBSTRUCTIONS. **Unknown**
8. LANDMARKS.
(a) Day **Unknown**
(b) Night **Nil**
9. AERODROME CONTROL.
(a) Position **Nil**
(b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.
January—March
April—June
July—September
October—December

James L. Neering 3/26/86

0723

AERODROME - NORTH CHINA AREA
(ISSUED DECEMBER 1934)

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Available**

(d) Nearest "Shell" agent;

Postal address: **Pa Shi Chen, Luchowfu**Telegraphic address: **4395 6068**

Telephone No.

(e) Accommodations: Hangars

Nearest Hotels: Address **Only Chinese hotel (3d class) available but a bed and food could be obtained from the Christian Hospital at Luchowfu.**(f) Repairs **Nil**(g) Medical **At the Christian Hospital, Luchowfu**(h) Customs **Nil**

12. COMMUNICATIONS

(a) Telephone **No**(b) Telegraph **At Luchowfu**(c) Radio **At Luchowfu**(d) Road **Yes, into the city of Luchowfu**(e) Railway **Yes**13. METEOROLOGICAL INFORMATION **Unknown**14. CHARGES **Unknown**15. NEAREST CONSULATES **In Nanking**

16. DISTANCES: From	Luchowfu	To: Wahn	72 miles	116 kms
	"	Nanking	150 "	209 "
	"	Anking	80 "	130 "
	"	Kiukiang	186 "	281 "

17. MAGNETIC COURSES: From	Luchowfu	To: Nanking	76°
	"	Kiukiang	209°

18. REMARKS: **This aerodrome is of a temporary nature and not always in use. It should, therefore, be regarded as a purely emergency landing ground until further notice (November 1934).**

James K. Nearing 7/26/86

0730

No. **55** **AERODROME—NORTH CHINA AREA**
(ISSUED DECEMBER 1934)

NANCHANG

1. CLASSIFICATION. **1st class - government - military.**
2. CONTROLLING AUTHORITY. **Ministry of War, Nanking, or the local Aviation authorities at Nanchang.**
3. POSITION.
 - (a) Latitude **28° 30' N** Longitude **115° 00' E**
 - (b) Magnetic variation **2° W** Date **1935** Annual change **Between 2' & 3'**
 - (c) Local (relative) situation. **About 1 mile east of Nanchang city.**
 - (d) Height above sea-level. **About 180 feet (55 mtrs)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **900 x 900** Metres **823 x 823**
 - (b) Surface conditions: **Generally good - low lying grassland liable to flooding after heavy rain. Uneven in SW corner.**
 - (c) Boundary markings, Day. **Unknown**
 - (d) Boundary markings, Night. **Unknown**
 - (e) Landing & Take-off zones (if specially defined) **Nil**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **North and South**
7. OBSTRUCTIONS. **Trees (about 15 feet high) on north side; small hills all round the aerodrome but some distance away. Camp and military hospital on the west side.**
8. LANDMARKS.
 - (a) Day **None in particular**
 - (b) Night **Unknown**
9. AERODROME CONTROL.
 - (a) Position **Nil**
 - (b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	Cold and unsettled. NE winds
April—June	Warm and fine. SSE to SW winds in June
July—September	Very hot - stormy in late Aug. and Sept. S winds.
October—December	Cool and fine. NE winds

James K. Neering 3/26/86

0732

No. **56****AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

NANKING (Military)

1. CLASSIFICATION. **1st class - military**
2. CONTROLLING AUTHORITY. **Ministry of War, Nanking**
3. POSITION.
 - (a) Latitude **35° 10' N** Longitude **118° 00' E**
 - (b) Magnetic variation **2° 45' W** Date **1935** Annual change **Between 2' & 5'**
 - (c) Local (relative) situation. **About 1½ miles (2½ kms) SE of Nanking city**
 - (d) Height above sea-level. **100 feet (30.5 mtrs)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **800 x 700** Metres **731 x 640**
 - (b) Surface conditions: **Generally good-grassland-low lying and likely to be soggy after heavy rain**
 - (c) Boundary markings, Day. **Nil**
 - (d) Boundary markings, Night. **No facilities for night landings at present**
 - (e) Landing & Take-off zones (if specially defined) **Nil**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **SE by S. NW x N**
7. OBSTRUCTIONS. **Practically nil**
8. LANDMARKS.
 - (a) Day **Tall chimney stacks of Nanking Arsenal just outside city wall about 2 miles WSW of the aerodrome.**
 - (b) Night **Nil**
9. AERODROME CONTROL.
 - (a) Position **Nil**
 - (b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	Cold-rain or snow. N and NE winds
April—June	Mild and clear. N and NE winds
July—September	Hot and stormy. W and SW winds
October—December	Dry and generally fine. W and SW winds

James K. Nemy 7/26/86

0736

No. **38** -----

AERODROME—NORTH CHINA AREA

(ISSUED DECEMBER 1934)

NANTUNGCHOW

1. CLASSIFICATION. **2nd class - emergency aerodrome**
2. CONTROLLING AUTHORITY. **National Government of China, Nanking**
3. POSITION.
 - (a) Latitude **32° 00' N** Longitude **120° 00' E**
 - (b) Magnetic variation **5° 34' W** Date **1953** Annual change **-----**
 - (c) Local (relative) situation. **About 7 miles NW of Tungchow and about one mile north of the village of Tankiacha**
 - (d) Height above sea-level. **20 feet. (6 mtrs)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **1250 x 520** Metres **1143 x 475**
 - (b) Surface conditions: **Generally good**
 - (c) Boundary markings, Day. **Nil**
 - (d) Boundary markings, Night. **Nil**
 - (e) Landing & Take-off zones (if specially defined) **Nil**
5. WIND INDICATION. **No**
6. NO-WIND LANDING DIRECTION. **North and south**
7. OBSTRUCTIONS. **Practically none**
8. LANDMARKS.
 - (a) Day **None**
 - (b) Night **None**
9. AERODROME CONTROL.
 - (a) Position **None**
 - (b) Signals **None**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	Cold-snow and rain. N.N. winds
April—June	Mild-fair-fog and mist. S.E. winds
July—September	Very hot, rain, typhoons. S. & S.W. winds
October—December	Fine, mild and dry. N.N.E. winds

James K. Nemy 7/26/86

0737

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **No**

(d) Nearest "Shell" agent;

Postal address:

Telegraphic address:

Chuen Yuen Hong
4798

Telephone No.

Nantungchow 192

(e) Accommodations: Hangars **No**

Nearest Hotels: Address

at Nantungchow

Only poor Chinese hotel accommodations available

(f) Repairs **No**

(g) Medical

Foreign missionary doctor resident at Nantungchow

(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone

(b) Telegraph

(c) Radio

(d) Road

(e) Railway

To Nantungchow only - at small crockery shop near aerodrome

At Nantungchow

China National Aviation Corporation maintain own station

No

No

13. METEOROLOGICAL INFORMATION

No

14. CHARGES

Nil

15. NEAREST CONSULATES

At Shanghai

16. DISTANCES: From

Nantungchow

To:

Haichow

161 miles 260 kms

Tsingtao

236 " 360 "

17. MAGNETIC COURSES: From

Nantungchow

To:

Haichow

336°

Tsingtao

356°

18. REMARKS:

This is purely an emergency landing field constructed by the China National Aviation Corporation for their Shanghai-Peiping service.

James L. Neering 3/26/86

0742

No. **43****AERODROME—NORTH CHINA AREA**(ISSUED DECEMBER 1934) **PEIPING (Tsingtao)**

1. CLASSIFICATION. **2nd Class—emergency landing field—Government owned**
2. CONTROLLING AUTHORITY. **Ministry of War, Ranking, or local military authorities at Peiping.**
3. POSITION.
 - (a) Latitude **39° 50' N.** Longitude **116° 20' E.**
 - (b) Magnetic variation **4° 30' W.** Date **1933** Annual change **between 2' and 3'**
 - (c) Local (relative) situation. **6 miles (9½ kms.) South of Peiping.**
 - (d) Height above sea-level. **25 feet (8 metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **700 square** Metres **640 square**
 - (b) Surface conditions: **Generally good all the year round**
 - (c) Boundary markings, Day. **Nil**
 - (d) Boundary markings, Night. **Nil**
 - (e) Landing & Take-off zones (if specially defined) **Nil**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **East and West**
7. OBSTRUCTIONS. **Nothing in particular**
8. LANDMARKS.
 - (a) Day **Nil**
 - (b) Night **Nil**
9. AERODROME CONTROL.
 - (a) Position **Nil**
 - (b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	Cold and dry. NW winds
April—June	Warm and dry—occasional sand storms. ESE winds.
July—September	Hot, rainy, stormy during August and September. ESE winds
October—December	Cool and dry. NW winds.

James K. Neimay 7/26/86

0743

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water

(d) Nearest "Shell" agent;

Postal address: **A. P. Co., Two Bldgs., Legation Street**Telegraphic address: **DORIC, Peiping** Telephone No. **E. O. 687**(e) Accommodations: Hangars **Four**

Nearest Hotels: Address **Wagon-Lite, Legation Quarter Tel. E. O. 581**
(All 1st Class) Grand Hotel, Tung Chang An Chieh Tel. E. O. 684
Hotel du Nord, Hatanan Street Tel. E. O. 720

(f) Repairs **No**(g) Medical **At Peiping**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **Yes--to Peiping**(b) Telegraph **Yes--at Peiping** (their own radio station(c) Radio **At Peiping. China National Aviation Corporation operate**(d) Road **Yes**(e) Railway **At Peiping--connecting with Tientsin and Shanghai.**

13. METEOROLOGICAL INFORMATION

14. CHARGES **Nil**15. NEAREST CONSULATES **British Consulate, North end of Legation Street, Tel. E. O. 654, 836 and 1151****American Consulate, West end of Legation Street, Tel. E. O. 919****French Consulate, Legation Street. Tel. E. O. 760****Belgian Consulate, East end of Legation Street. Tel. E. O. 1452****German Consulate, 14 Legation Street. Tel. E. O. 922 and 4559**

16. DISTANCES:	From	Tientsin	To: Peiping	74 miles 119 kms
	"	Calcutta	" "	4092 " 6585 "
	"	Tokyo	" "	1578 " 2540 "

17. MAGNETIC COURSES:	From	Peiping	To:	Houkden	72°
	"	"	"	Chinshou	74°
	"	"	"	Tientsin	147°
	"	"	"	Shanghai	156°

18. REMARKS: **This aerodrome should be regarded as an emergency landing field only.**

Jimmie K. Nerning 3/26/86

0745

AERODROME-NORTH CHINA AREA

ISSUED DECEMBER 1951

11. FACILITIES.

(a) Service stations and installations.

Nil

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Yes**

(d) Nearest "Shell" agent;

Postal address: **Tai Seng-Erh Ma Leo, Pengpu**Telegraphic address: **Tai Seng-Pengpu**Telephone No. **74**(e) Accommodations: Hangars **No**

Nearest Hotels: Address

Fairly good Chinese hotel accommodations at Pengpu(f) Repairs **No**(g) Medical **At Pengpu**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **No**(b) Telegraph **At Pengpu**(c) Radio **At Pengpu**(d) Road **Yes**(e) Railway **Yes-Tientsin-Pukow Railway**

13. METEOROLOGICAL INFORMATION

No

14. CHARGES

No

15. NEAREST CONSULATES

Nil

16. DISTANCES: From

**Nanking
Calcutta
Tokyo**

To: Pengpu	100 miles	161 kms
"	3622	5823 "
"	2043	3295 "

17. MAGNETIC COURSES: From Pengpu

To: Hsuehowfu	353°
Nanking	154°

18. REMARKS:

This should only be used as an emergency ground.

James K. Nearing 7/26/86

0751

11. FACILITIES.

- (a) Service stations and installations. **School have their own bulk distribution facilities**
- (b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.
- (c) Water **Available**
- (d) Nearest "Shell" agent;
- Postal address: **A.P.C., Ltd., Zohkow, Chekiang**
 Telegraphic address: **DORIC, Zohkow** Telephone No. **2924**
- (e) Accommodations: Hangars **Six large hangars**

Nearest Hotels: Address **Hangchow**
Lakeview Hotel, Hangchow (foreign) Tel. 3001
All 2d class ---- (New Hotel, Hangchow (foreign) 2781
(Palace Hotel, Hangchow (Chinese) 2346

- (f) Repairs **Yes**
- (g) Medical **At aerodrome and at Kwangchi (C.M.S.) Hospital, Hangchow**
- (h) Customs **No**

12. COMMUNICATIONS

- (a) Telephone **Yes-Local, and long distance to Shanghai**
- (b) Telegraph **At Hangchow**
- (c) Radio **At Hangchow, Govt. military radio at school**
- (d) Road **Yes-connecting hangchow and Shanghai**
- (e) Railway **Yes-to both Hangchow and Shanghai**

13. METEOROLOGICAL INFORMATION **Can be obtained by telephone from the Siccawei Observatory at Shanghai**

14. CHARGES

15. NEAREST CONSULATES **In Shanghai - all nationalities**

16. DISTANCES:	From Wanchow (Yunkia)	To: Hangchow	160 miles	257 kms
	Calcutta	Hangchow	3247 "	5225 "
	Hangchow	Shanghai	97 "	156 "
	"	Tokyo	2423 "	3900 "
	"	Nanking	128 "	190 "
	"	Nanchang	300 "	482 "
17. MAGNETIC COURSES:	From Hangchow	To: Shanghai	56°	
	"	Nanking	334°	

18. REMARKS:

James K. Neering 7/26/86

0752

No. **40****AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

SIANFU

1. CLASSIFICATION. **2nd Class—Government—Military**
2. CONTROLLING AUTHORITY. **Ministry of War, Nanking, or the Shensi Provincial Government.**
3. POSITION.
 - (a) Latitude **34° 10' N.** Longitude **106° 50' E.**
 - (b) Magnetic variation **1° 15' W.** Date **1933** Annual change **Between 2' and 3'**
 - (c) Local (relative) situation. **About 328 yards (300 metres) West of the Sianfu city wall (West side)**
 - (d) Height above sea-level. **131-feet (40 metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **955 x 556** Metres **900 x 600**
 - (b) Surface conditions: **Aerodrome is a military parade ground; surface generally good.**
 - (c) Boundary markings, Day. **Unknown**
 - (d) Boundary markings, Night. **Nil**
 - (e) Landing & Take-off zones (if specially defined) **Unknown**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **East and West**
7. OBSTRUCTIONS. **Sianfu city wall on East side—military barracks and motor road on North side.**
8. LANDMARKS.
 - (a) Day **Sianfu city wall and barracks immediately North of aerodrome.**
 - (b) Night **Nil**
9. AERODROME CONTROL.
 - (a) Position **Nil**
 - (b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.
January—March
April—June
July—September
October—December

James L. Nearing 3/26/86

0753

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Available**

(d) Nearest "Shell" agent;

Postal address: **Tung Feng & Co., Sianfu**

Telegraphic address: **0881 Sianfu** . Telephone No.

(e) Accommodations: Hangars **Four**

Nearest Hotels: Address **Only Chinese hotel accommodation available.**

(f) Repairs **No**

(g) Medical **Yes--at Sianfu**

(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **Connecting the aerodrome with Sianfu**

(b) Telegraph **At Sianfu** (aerodrome

(c) Radio **The Eurasia maintain their own radio station at the**

(d) Road **Yes--a motor road connects the aerodrome with the city**

(e) Railway **No**

13. METEOROLOGICAL INFORMATION **No**

14. CHARGES **Nil**

15. NEAREST CONSULATES

A) Peiping and Hankow

16. DISTANCES:	From	Sianfu	To	Lanchow	320 miles 515 kms.
	"	"	"	Loyang (Honanfu)	200 " 322 "
	"	"	"	Peiping	560 " 901 "
	"	"	"	Hankow	590 " 627 "
	"	"	"	Nanking	600 " 965 "

17. MAGNETIC COURSES:	From	Sianfu	To:	Nanking	104°
	"	"	"	Peiping	45°
	"	"	"	Hankow	128°
	"	"	"	Lanchow	293°
	"	"	"	Loyang (Honanfu)	85°

18. REMARKS:

James K. Nearing 7/26/86

0757

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Yes**

(d) Nearest "Shell" agent;

Postal address: **Tung Koo, 6 Kou Lou Hsi Hsien**Telegraphic address: **Tung Koo, Suchowfu** Telephone No. **198**(e) Accommodations: Hangars **No**

Nearest Hotels: Address

Only Chinese hotel accommodations available at Suchowfu(f) Repairs **No**(g) Medical **At Suchowfu**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **Yes**(b) Telegraph **At Suchowfu**(c) Radio **No**(d) Road **Yes-but poor**(e) Railway **At Suchowfu-connecting with Hanking and Tientsin**13. METEOROLOGICAL INFORMATION **No**14. CHARGES **Nil**

15. NEAREST CONSULATES

Tsinanfu or Hanking

16. DISTANCES: From

Hanking
Calcutta
Tokyo

To **Suchowfu** **175 miles** **280 kms**
" **3007** " **4850** "
" **1975** " **3175** "

17. MAGNETIC COURSES: From

Suchowfu

To: **Tsinanfu** **355°**
Wingtas **56°**
Tientsin **1°**

18. REMARKS:

James L. Neering 7/26/86

0759

AERODROME - NORTH CHINA AREA
(ISSUED DECEMBER 1941)

11. FACILITIES.

(a) Service stations and installations. **Nil**(b) Time required to lay down "Shell" fuel oil (Not kept permanently on aerodrome; vide A. B. C. (stock classification list. **Not yet possible for us to lay down supplies at this place.**(c) Water **Available**(d) Nearest "Shell" agent; **No representative**

Postal address:

Telegraphic address:

Telephone No.

(e) Accommodations: Hangars **One (Kurasia)**Nearest Hotels: Address **Only Chinese hotel accommodation available**(f) Repairs **Nil**(g) Medical **At Suchow**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **Unknown**(b) Telegraph **At Suchow**(c) Radio **Kurasia maintain their own radio station at the aerodrome**(d) Road **Road connects aerodrome with the city**(e) Railway **No**13. METEOROLOGICAL INFORMATION **No**14. CHARGES **Nil**15. NEAREST CONSULATES **At Peiping and Hankow**

16. DISTANCES: From	Suchow	To:	Hanki	340 miles	547 kms
"	"	"	Lanchow	360 "	579 "
"	"	"	Sianfu	700 "	1126 "

17. MAGNETIC THE COURSES: From	Suchow	To:	Hanki	307°
"	"	"	Lanchow	132°
"	"	"	Sianfu	112°

18. REMARKS: **Little is known of this aerodrome which was constructed and is used by the Kurasia Aviation Corporation. The Kurasia carry their own stocks of aviation fuel and lubricants at Suchow and it is possible that an aviator wishing to fly out to China via this route could make arrangements in regard to supplies with the Luftwaffe in Berlin.**

Jimmie L. Neering 3/26/86

0761

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Yes**

(d) Nearest "Shell" agent;

Postal address: **Hsiang Chi Kung Sze**Telegraphic address: **Hsiang Chi, Taiyuanfu** Telephone No. **155 or 384**(e) Accommodations: Hangars **Three**Nearest Hotels: Address **Only Chinese (2nd class) accommodation available at Taiyuanfu**(f) Repairs **Small repairs only**(g) Medical **Missionary doctors at Taiyuanfu**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **Private military telephone to Taiyuanfu**(b) Telegraph **At Taiyuanfu**(c) Radio **No**(d) Road **Yes--into Taiyuanfu**(e) Railway **Yes, connecting with the Peiping-Hankow Railway**13. METEOROLOGICAL INFORMATION **No**14. CHARGES **Unknown**15. NEAREST CONSULATES **At Tientsin or Hankow**16. DISTANCES: From **Taiyuanfu**To: **Loyang (Henanfu) 227 miles 365 kms.**" **Peiping 247 " 397 "**" **Sianfu 312 " 502 "**" **Kanking 340 " 569 "**" **Hankow 520 " 836 "**17. MAGNETIC COURSES: From **Taiyuanfu**To: **Peiping 58°**" **Loyang (Henanfu) 178°**" **Hankow 171°**

18. REMARKS:

Jimmie L. Nearing 3/26/86

0764

No. 54

AERODROME—NORTH CHINA AREA

(ISSUED DECEMBER 1934)

TSINANFU

1. CLASSIFICATION. **2nd Class --Government -- Military**
2. CONTROLLING AUTHORITY. **Ministry of War, Nanking**
3. POSITION.
 - (a) Latitude **36° 40' N.** Longitude **117° 00' E.**
 - (b) Magnetic variation **4° 25' W.** Date **1933** Annual change **Between 2' and 3'**
 - (c) Local (relative) situation. **About 3 miles West of Tsinanfu Railway station**
 - (d) Height above sea-level. **476 feet (145 metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **400 x 400** Metres **366 x 366**
 - (b) Surface conditions: **Generally good--hard and low grass--soggy after heavy rain**
 - (c) Boundary markings, Day. **Nil**
 - (d) Boundary markings, Night. **Nil**
 - (e) Landing & Take-off zones (if specially defined) **Nil**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **North North West and South South East**
7. OBSTRUCTIONS.

East: Tall trees -- 180 yards from aerodrome
North: Hangar and military quarters
West: Nil
South: Nil
8. LANDMARKS.
 - (a) Day **Tsinanfu Railway station**
 - (b) Night **Nil**
9. AERODROME CONTROL.
 - (a) Position **Nil**
 - (b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January--March Cold and dry. South West winds
April--June Hot and dry. South West winds **Winds**
July--September Very hot--occasional heavy rains. South South-Easterly-
October--December Warm dry. South West winds.

James K. Neering 7/26/86

0765

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Yes**

(d) Nearest "Shell" agent;

Postal address: **A. P. Co. 58 Liu Ta Ma Lu -- Wei San Lu**Telegraphic address: **DORIG, Tsinanfu** Telephone No. **Tsinanfu 132**(e) Accommodations: Hangars **One - 40 feet high**

(Tsinanfu)

Nearest Hotels: Address **Hotel Steins--Ta Ma Lu--Tsinanfu** Tel. No. **135**
(1st class)(f) Repairs **No**(g) Medical **At Tsinanfu**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **Not at aerodrome but in Tsinanfu--long distance to Tsingtao**(b) Telegraph **At Tsinanfu**(c) Radio **At Tsinanfu**(d) Road **Yes--54 miles to Tsinanfu**(e) Railway **At Tsinanfu connecting with Hanking, Tientsin and Tsingtao**13. METEOROLOGICAL INFORMATION **No--but available at Tsingtao which is connected with Tsinanfu by long distance telephone**14. CHARGES **Nil**

15. NEAREST CONSULATES

British Consulate, San Li Chwang. Tel. 574**American Consulate, Chi Ta Ma Lu, Siao Wei Erh Lu, Tel. 1221****German Consulate, Erh Ta Ma Lu, Tel. 1313**

16. DISTANCES: From	Quchowfu	To: Tsinanfu	135 miles 265 kms.
"	Calcutta	" "	3826 miles 6215 kms.
"	Tokyo	" "	1808 miles 2910 kms.
"	Tientsin	" "	120 miles 210 kms.

17. MAGNETIC COURSES: From	Tsinanfu	To: Tientsin	70
"	"	" Tsingtao	1040
"	"	" Peiping	350

18. REMARKS:

James K. Neering 7/26/86

0766

No. **55****AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

TSINGTAO (Tung Tao Tao)

1. CLASSIFICATION. **2nd Class.**
2. CONTROLLING AUTHORITY. **Tsingtao Municipality, through the Mayor of Tsingtao.**
3. POSITION.
 - (a) Latitude **36° 00' N.** Longitude **120° 30' E.**
 - (b) Magnetic variation **4° 32' W.** Date **1933** Annual change **Between 2' and 3'**
 - (c) Local (relative) situation. **About 7 miles North of Tsingtao city**
 - (d) Height above sea-level.
4. LANDING AREA. **Approximately**
 - (a) Main dimensions: Yards **700 x 800** Metres **640 x 731**
 - (b) Surface conditions: **Fair; flat mud surface with two cinder runways which should be used for landing.**
 - (c) Boundary markings, Day. **Nil**
 - (d) Boundary markings, Night. **Nil**
 - (e) Landing & Take-off zones (if specially defined) **Nil**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **North West - South East and North East-South-West**
7. OBSTRUCTIONS. **Bounded on all four sides by roads and telephone poles—village at N. E. corner.**
8. LANDMARKS. **Main road out of Tsingtao (and railway running parallel to it about ½ mile away to the West) runs along west side of the aerodrome.**
 - (a) Day
 - (b) Night **None**
9. AERODROME CONTROL.
 - (a) Position **Nil**
 - (b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	Inclined to be stormy—fog and mist. NW winds
April—June	Fine—S winds
July—September	Hot—rainy. S and SE winds.
October—December	Fine with SE winds to commence with but Stormy and NW winds during December.

Jimmie K. Nearing 7/26/86

0773

11. FACILITIES.

(a) Service stations and installations. **Nil.**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Available**

(d) Nearest "Shell" agent;

Postal address: **Teh Yih Tang Kee 17 Hospital Road**
 Telegraphic address: **1795, 4135, 3057. Telephone No. 86**
Weihsaiwei

(e) Accommodations: Hangars **Nil**

Nearest Hotels: Address **King's Hotel at Port Edward or**
Island Hotel on Liu Kung Tao
Island, during presence of H. M. Fleet.

(f) Repairs **Nil**(g) Medical **At Weihsaiwei**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **At police station 2½ miles away on Port Edward Road**(b) Telegraph **At Weihsaiwei**(c) Radio **No**(d) Road **Narrow mud roadway connecting with a motor road 1½ miles away**(e) Railway **No**13. METEOROLOGICAL INFORMATION **No**14. CHARGES **Nil**

15. NEAREST CONSULATES **British Consulate, Weihsaiwei**
British, American, French, Belgian, and German
Consulates at Tsingtao.

16. DISTANCES: From	Weihsaiwei	To:	Dairen	100 miles 161 kms.
"	"	"	Tsingtao	145 " 230 "
"	"	"	Tientsin	286 " 460 "
"	"	"	Seoul (Keijo)	280 " 402 "
"	"	"	Shanghai	481 " 774 "

17. MAGNETIC COURSES: From	Weihsaiwei	To:	Seoul (Keijo)	92°
"	"	"	Dairen	346°
"	"	"	Tsingtao	232 °
"	"	"	Shanghai	168 °

18. REMARKS: **This is purely an emergency landing field which is used by**
the Fleet Air Arm during the Summer months for training purposes. It
is not recommended for the use of transient aviators flying high-
powered machines.

James K. Nemmy 7/26/86

0775

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Available**

(d) Nearest "Shell" agent;

Postal address: **No. 3 Hsu Yang Hing**Telegraphic address: **Yung Hsin, Wanchow**Telephone No. **Wanchow 392**(e) Accommodations: Hangars **Nil**Nearest Hotels: Address **Poor Chinese hotel accommodations available at Wanchow**(f) Repairs **No**(g) Medical **Foreign mission hospital at Wanchow**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **Nil**(b) Telegraph **Nil**(c) Radio **Nil**(d) Road **Stone-paved roadway to Wanchow on the mainland.**(e) Railway **No**13. METEOROLOGICAL INFORMATION **Nil**14. CHARGES **Nil**15. NEAREST CONSULATES **Nil**

16. DISTANCES: From	Beohow	To:	Wenchow	160 miles	257 kms
	Calcutta		Wenchow	3067 "	4970 "
	Tokyo		Wenchow	2583 "	4157 "
	Wenchow		Hongchow	127 "	204 "
	Wenchow		Shanghai	266 "	428 "

17. MAGNETIC COURSES: From	Wenchow	To:	Shanghai	14°
			Hongchow	353°

18. REMARKS: **This aerodrome should only be used in an emergency.**

Final L. Naming 7/26/86

0776

No. **61****AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

WANCHOW (City)

1. CLASSIFICATION. **2nd class, government, military.**
2. CONTROLLING AUTHORITY. **Ministry of War, Nanking**
3. POSITION.
 - (a) Latitude **38° 00' N** Longitude **120° 50' E**
 - (b) Magnetic variation **2° 35' W** Date **1933** Annual change **Between 2' & 3'**
 - (c) Local (relative) situation. **About one mile (1.6 kms) S.E. of the southern wall of Wanchow City**
 - (d) Height above sea-level. **Nil**
4. LANDING AREA.
 - (a) Main dimensions: Yards **1004 x 766** Metres **1000 x 700**
 - (b) Surface conditions: **Generally good**
 - (c) Boundary markings, Day. **Unknown**
 - (d) Boundary markings, Night. **Unknown**
 - (e) Landing & Take-off zones (if specially defined) **Unknown**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **East and west**
7. OBSTRUCTIONS. **West—Telephone poles; low Chinese houses & motor road**
North-east—low Chinese houses
Southeast—low Chinese houses
8. LANDMARKS.
 - (a) Day **Wanchow City**
 - (b) Night
9. AERODROME CONTROL.
 - (a) Position **Nil**
 - (b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	Cold—snow and rain. N.E. and N. winds
April—June	Warm—fair—fog and mist. S.E. winds
July—September	Very hot—rain, typhoons. S. & S.W. winds
October—December	Fine—mild and dry. N.E. winds

James K. Neering 7/26/86

0780

No. **65****AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

KIAMUSU

1. CLASSIFICATION. **2nd Class—Government—military aerodrome**
2. CONTROLLING AUTHORITY. **Japanese military or Manchukuo military authorities**
3. POSITION.
 - (a) Latitude **47° 20' N.** Longitude **130° 10' E.**
 - (b) Magnetic variation **About 8° W.** Date **1933** Annual change
 - (c) Local (relative) situation. **Immediately to the West of Kiamusu town**
 - (d) Height above sea-level. **323 feet (100 metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **1000 x 800** Metres **914 x 731**
 - (b) Surface conditions: **Clay, grass covered. Very muddy under rainy conditions and unusable after heavy rain. Frozen hard and covered with snow from November to March**
 - (c) Boundary markings, Day. **Unknown**
 - (d) Boundary markings, Night. **Unknown**
 - (e) Landing & Take-off zones (if specially defined) **Unknown**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **North and South**
7. OBSTRUCTIONS. **Telegraph poles on North side of aerodrome, otherwise no obstructions.**
8. LANDMARKS.
 - (a) Day **Sungari river and small island in same North-East of the (aerodrome)**
 - (b) Night **The lights of Kiamusu town**
9. AERODROME CONTROL.
 - (a) Position **Nil**
 - (b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	S winds	Winter very cold. Other seasons similar to
April—June	W to SW winds	Central Europe. Spring and summer rainy season; autumn fair; snow in winter but fog is
July—September	W to SW winds	seldom experienced.
October—December	S to SW winds	

Jimmie K. Nearing 3/26/86

0781

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Available**

(d) Nearest "Shell" agent;

Postal address: **Fu Cheng Hsing, Kiamssu**Telegraphic address **Fu Cheng Hsing, Kiamssu** Telephone No.(e) Accommodations: Hangars **Two (small)**Nearest Hotels: Address **Only Chinese hotel accommodation (3rd class) available.**(f) Repairs **Small repairs could be executed**(g) Medical **Japanese military hospital in Kiamssu**(h) Customs **No**

12. COMMUNICATIONS

(a) Telephone **Yes**(b) Telegraph **In Kiamssu**(c) Radio **In Kiamssu**(d) Road **Cart road into Kiamssu and motor road from Kiamssu to**(e) Railway **No** **Harbin**13. METEOROLOGICAL INFORMATION **Nil**14. CHARGES **Nil**15. NEAREST CONSULATES **At Harbin**

16. DISTANCES: From	Kiamssu	To: Fuchin	81 miles 130 kms
"	"	" Sensing	53 " 85 "
"	"	" Harbin	193 " 310 "
"	"	" Reinking (Changchun)	316 miles 510kms.

17. MAGNETIC COURSES: From	Kiamssu	To: Fuchin	76°
"	"	" Harbin	256°
"	"	" Reinking (Changchun)	237°

18. REMARKS: **"Shell" Motor Spirit can be obtained from the agency of The Asiatic Petroleum Co. at Kiamssu in about 1 hour. For aviation gasoline and oils at least 4-weeks notice is required by the Asiatic Petroleum Co.'s office at Harbin.**

James K. Nerning 7/26/86

0782

No. **56****AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

FUCHIN

1. CLASSIFICATION. **2nd Class--Government--Military**
2. CONTROLLING AUTHORITY. **Japanese or Manchukuo military authorities**
3. POSITION.
 - (a) Latitude **47° 40' N.** Longitude **131° 50' E.**
 - (b) Magnetic variation _____ Date _____ Annual change _____
 - (c) Local (relative) situation. **About 1½ miles (2.5 kms.) South-West of the city of Fuchin**
 - (d) Height above sea-level. **262 feet (80 metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **800 x 800** Metres **731 x 731**
 - (b) Surface conditions: **Clay; grass covered. Very muddy during wet weather and unusable during, or after, heavy rain. Frozen hard and snow covered from November to March.**
 - (c) Boundary markings, Day. **Unknown**
 - (d) Boundary markings, Night. **Unknown**
 - (e) Landing & Take-off zones (if specially defined) **Unknown**
5. WIND INDICATION. **Yes**
6. NO-WIND LANDING DIRECTION. **North and South**
7. OBSTRUCTIONS. **Unknown**
8. LANDMARKS.
 - (a) Day **Sungari river**
 - (b) Night **Lights of the town of Fuchin**
9. AERODROME CONTROL.
 - (a) Position **Nil**
 - (b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	3 winds	Winter very cold. Other seasons similar to
April—June	W to SW winds	Central Europe. Spring and summer rainy
July—September	W to SW winds	season; autumn fair; snow in winter but fog
October—December	S to SW winds	is seldom experienced.

Jimmie K. Nearing 7/26/86

0783

11. FACILITIES.

(a) Service stations and installations.

Nil

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water

Available

(d) Nearest "Shell" agent;

Postal address: Ya-Hsi-Ya, Fuching

Telegraphic address: Ya-Hsi-Ha, Fuchin

Telephone No. Fuchin 75

(e) Accommodations: Hangars Two (very small)

Nearest Hotels: Address Only Chinese hotels accommodation available

(f) Repairs

Unknown

(g) Medical

Japanese military doctors only

(h) Customs

No

12. COMMUNICATIONS

(a) Telephone

Yes

(b) Telegraph

At Fuchin

(c) Radio

No

(Wukimiho (winter only)

(d) Road

Cart road into Fuchin and thence motor road to Harbin and

(e) Railway

Nearest railway stations, Wukimiho and Harbin, both 2 1/2 days

distant by car (winter only) and 3 1/2 days by steamer (summer

only

13. METEOROLOGICAL INFORMATION

14. CHARGES

Unknown

15. NEAREST CONSULATES

At Harbin

16. DISTANCES: From

Fuchin

To Kiamasu

81 miles 130 kms.

"

"

" Sensing

134

"

215

"

"

"

" Harbin

275

"

440

"

"

"

" Heinking

395

"

640

"

17. MAGNETIC COURSES: From

Fuchin

To: Harbin

245°

"

"

" Kiamasu

248°

"

"

" Heinking

235°

18. REMARKS:

James L. Neering 7/26/86

0784

No. **67****AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

TAKIHO

1. CLASSIFICATION. **2nd Class—Government—Military aerodrome**
2. CONTROLLING AUTHORITY. **Japanese Army or Manchukuo military authorities.**
3. POSITION.
 - (a) Latitude **50° 30' N.** Longitude **127° 00' E.**
 - (b) Magnetic variation **About 8° W.** Date **1933** Annual change
 - (c) Local (relative) situation. **About 1½ miles (2.5 kilometres) West of the town of Tabeiho near the South bank of the Amur River.**
 - (d) Height above sea-level. **About 528 feet (100 metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **1900 x 1500** Metres **1737 x 1371**
 - (b) Surface conditions: **Grass covered and generally good. Frozen from November to March and slightly covered with snow.**
 - (c) Boundary markings, Day. **Unknown**
 - (d) Boundary markings, Night. **Unknown**
 - (e) Landing & Take-off zones (if specially defined) **Unknown**
5. WIND INDICATION. **Standard wind sock**
6. NO-WIND LANDING DIRECTION. **North North-West and South South-East**
7. OBSTRUCTIONS. **Hills about half a mile (1 km.) West of the aerodrome and the Amur River on the North side of the landing ground.**
8. LANDMARKS.
 - (a) Day **Town of Tabeiho and Amur River**
 - (b) Night **Town of Tabeiho**
9. AERODROME CONTROL.
 - (a) Position **Nil**
 - (b) Signals **Nil**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	N winds	From November to March extremely cold but
April—June	NE winds	generally fine. Spring, summer and autumn
July—September	NE winds	climate similar to Northern Europe.
October—December	NE winds	

Jimmie L. Nerning 3/26/86

0785

11. FACILITIES.

(a) Service stations and installations.

Nil

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water

Available

(d) Nearest "Shell" agent;

Postal address: Ya-Hsi-Ya, Tabeiho

Telegraphic address: Ya-Hsi-Ya, Tabeiho Telephone No. 134

(e) Accommodations: Hangars

One

Nearest Hotels: Address Chinese hotel accommodation (2nd Class) only available.

(f) Repairs

Small repairs only

(g) Medical

Yes, at Tabeiho (Japanese)

(h) Customs

No

12. COMMUNICATIONS

(a) Telephone

Yes, from aerodrome to Tabeiho

(b) Telegraph

At Tabeiho

(c) Radio

At Tabeiho

(d) Road

Into Tabeiho

(e) Railway

Railway line under construction (November 1934) to Harbin and Tsitsihar

13. METEOROLOGICAL INFORMATION

Nil

14. CHARGES

Nil

15. NEAREST CONSULATES

Japanese and Soviet Consulates at Tabeiho.
Consulates of most European countries and U. S. A. at Harbin.

16. DISTANCES: From Tabeiho

To: Tsitsihar	284 miles	425 kms
" Harbin	317 "	510 "
" Moukden	621 "	1000 "
" Habarovsk	375 "	600 "

17. MAGNETIC COURSES: From Tabeiho

To: Tsitsihar	227°
" Harbin	195°

18. REMARKS:

Special care should be taken not to land on this aerodrome unless the necessary permission has been obtained from the Japanese and/or Manchukuo officials.

James L. Nearing 7/26/86

0786

No. 08**AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

SANSING

1. CLASSIFICATION. **2nd Class—Government—Military aerodrome**
2. CONTROLLING AUTHORITY. **The Japanese & Manchukuo military authorities**
3. POSITION.
 - (a) Latitude **46° 40' N.** Longitude **129° 10' E.**
 - (b) Magnetic variation _____ Date _____ Annual change _____
 - (c) Local (relative) situation. **About 1.25 miles (2 kms.) East of the town of Sansing.**
 - (d) Height above sea-level. **About 238 feet (100 metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **Unknown** Metres **Unknown**
 - (b) Surface conditions: **Unknown**
 - (c) Boundary markings, Day. **Unknown**
 - (d) Boundary markings, Night. **Unknown**
 - (e) Landing & Take-off zones (if specially defined) **Unknown**
5. WIND INDICATION. **Unknown**
6. NO-WIND LANDING DIRECTION. **Unknown**
7. OBSTRUCTIONS. **Unknown**
8. LANDMARKS.
 - (a) Day **Sungari River**
 - (b) Night **Lights of the town of Sansing**
9. AERODROME CONTROL.
 - (a) Position **Unknown**
 - (b) Signals **Unknown**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March	S winds	Winter very cold with snow; other seasons
April—June	W and SW winds	similar to climate in Central Europe.
July—September	W and SW winds	Rain during Spring and Summer. Autumn
October—December	S and SW winds	generally fair. Little or no fog throughout the year.

Jimmie K. Nearing 7/26/86

0787

11. FACILITIES.

(a) Service stations and installations.

Unknown

(b) Time required to lay down "Shell" fuel oil (Not kept permanently on aerodrome; vide A. B. C. (stock classification list.

(c) Water

Available

(d) Nearest "Shell" agent;

Postal address: A. P. Co., Sansing

Telegraphic address: A. P. Co., Sansing Telephone No.

(e) Accommodations: Hangars

Unknown

Nearest Hotels: Address

Only Chinese accommodation available

(f) Repairs

Unknown

(g) Medical

Yes--Korean Hospital at Sansing

(h) Customs

No

12. COMMUNICATIONS

(a) Telephone At Sansing

(b) Telegraph At Sansing

(c) Radio No

(d) Road Connecting aerodrome and town of Sansing

(e) Railway Nearest railway station Wukimiho or Harbin--both distant

about 2 days' car ride (winter) or 3 days by steamer (summer)

13. METEOROLOGICAL INFORMATION

Unknown

14. CHARGES

Unknown

15. NEAREST CONSULATES

At Harbin

16. DISTANCES: From

Sansing

To:

Harbin 149 miles 240 kms.

Hsinking (Changchun) 260 miles 420 kms.

Moukden 435 miles 700 kms.

17. MAGNETIC COURSES: From

Sansing

To:

Harbin 234°

Hsinking (Changchun) 229°

Moukden 224°

18. REMARKS:

This aerodrome is used almost exclusively by the Japanese military authorities; little else is known about it. (November 1934)

James H. Nearing 7/26/86

0789

11. FACILITIES.

(a) Service stations and installations. **Unknown**(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome side A. P. C. oil (stock classification list. **Harbin**(c) Water **Unknown.**

(d) Nearest "Shell" agent;

Postal address: **Ya-Hai-Ya, Motankiang**Telegraphic address: **Ya-Hai-Ya, Motankiang** Telephone No.(e) Accommodations: Hangars **Unknown**Nearest Hotels: Address **Chinese accommodation only available.**(f) Repairs **Unknown**(g) Medical **Unknown**(h) Customs **Unknown**

12. COMMUNICATIONS

(a) Telephone **At Motankiang**(b) Telegraph **At Motankiang**(c) Radio **No**(d) Road **Unknown**(e) Railway **Chinese Eastern Rly.--West to Harbin and East to Vladivostok**13. METEOROLOGICAL INFORMATION **Unknown**14. CHARGES **Unknown**15. NEAREST CONSULATES **At Harbin**

16. DISTANCES:	From	Motankiang	To:	Harbin	147miles 280 kms.
	"	"	"	Heinking	211 " 340 "
	"	"	"	Moukden	360 " 580 "

17. MAGNETIC COURSES: From To:

18. REMARKS: **Little is known of this aerodrome except that it is used by the Japanese military authorities as an emergency landing ground, (November 1934).**

James K. Nearing 7/26/86

0790

No. **71****AERODROME—NORTH CHINA AREA**

(ISSUED DECEMBER 1934)

HUNGKIANG

1. CLASSIFICATION. **Third class -- Government -- Military**
2. CONTROLLING AUTHORITY. **Ministry of War, Nanking**
3. POSITION.
 - (a) Latitude **27°N.** Longitude **109° 40' E.**
 - (b) Magnetic variation _____ Date _____ Annual change _____
 - (c) Local (relative) situation. **About 6 1/2 miles (10.5-kms.) North-East of the city of Hungkiang**
 - (d) Height above sea-level. **About 300-feet (91.5-metres)**
4. LANDING AREA.
 - (a) Main dimensions: Yards **547 x 547** Metres **500 x 500**
 - (b) Surface conditions: **Grass covered and generally good**
 - (c) Boundary markings, Day. **Unknown**
 - (d) Boundary markings, Night. **Unknown**
 - (e) Landing & Take-off zones (if specially defined) **Unknown**
5. WIND INDICATION. **Unknown**
6. NO-WIND LANDING DIRECTION. **Unknown**
7. OBSTRUCTIONS. **Unknown**
8. LANDMARKS.
 - (a) Day **Unknown**
 - (b) Night **Unknown**
9. AERODROME CONTROL.
 - (a) Position **Unknown**
 - (b) Signals **Unknown**
10. PREVAILING WINDS AND AVERAGE WEATHER.

January—March _____

April—June _____

July—September _____

October—December _____

James K. Nearing 7/26/86

0791

11. FACILITIES.

(a) Service stations and installations. **Nil**

(b) Time required to lay down "Shell" fuel (Not kept permanently on aerodrome; vide A. B. C. oil (stock classification list.

(c) Water **Available**

(d) Nearest "Shell" agent;

Postal address: **Hung Kee, Hung-ling**Telegraphic address: **2978 Hung-ling**Telephone No. **—**(e) Accommodations: Hangars. **Unknown**Nearest Hotels: Address **Only Chinese accommodation (2nd class) available**(f) Repairs **Nil**(g) Medical **At Hengchow (Missionary)**(h) Customs **Unknown**

12. COMMUNICATIONS

(a) Telephone **Nil**(b) Telegraph **Yes**(c) Radio **Military only**(d) Road **No**(e) Railway **No**13. METEOROLOGICAL INFORMATION **Nil**14. CHARGES **Unknown**15. NEAREST CONSULATES **British and Japanese at Changsha; other European Powers and U. S. A. at Hankow.**

16. DISTANCES:	From	Hengchow	To:	Changsha	100 miles	160 kms.
	"	"	"	Canton	260 "	419 "

17. MAGNETIC COURSES:	From	Hengchow	To:	Changsha	190
	"	"	"	Canton	1690

18. REMARKS: **This aerodrome is situated in a distant part of the province of Hunan and in a disturbed area (occupied at times by communists-ban-dits) and should be used as an Emergency landing ground.**

James K. Nemy 7/26/86

0792

G-2 Report.

8700.

6-1

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

CHINA (Aviation)

2078-150

Subject: Air Transportation
Equipment.

WAR DEPARTMENT

RECEIVED 8700. OCT 9 1935

The following report is submitted showing equipment of civil air lines in China as of July 1, 1935:

1. China National Aviation Corporation (C.N.A.C.).

6 Loening amphibians.
5 Stinson 6-place land planes.
1 Douglas DC2 land plane.
2 Douglas Dolphin amphibians.
1 Sikorsky S-38 amphibian.
1 Stearman 3-place land plane.
1 Ford tri-motor land plane.

2. Eurasia Aviation Corporation.

6 Junkers, single engine, about 7-place land planes.

3. Southwest Aviation Company.

4 Stinson 4-place land planes.

Source:- China National Aviation Corporation.

Comments:- Since July 1, 1935, it is reported that the above companies have sustained the following casualties:-

C.N.A.C. 1 Sikorsky S-38 (wrecked by wind).
1 Loening amphibian (junked).

Eurasia 1 Junkers (crashed at Sianfu).

For and in the absence of the Military Attache:

S. V. Constant
S. V. Constant,
Major, Cavalry,
Assistant Military Attache.

Distribution:
6 MID
1 File

From M/A, China.

Report No. 9200.

September 11, 1935.

James L. Nemy 3/26/86

0796

3-2 Report

8700

CHINA (Aviation)

Subject: Air Transportation
Commercial Aviation

Source: Study in M/A, Office.

For and in the absence of the Military Attache:

1 map attached

H S J

S. V. Constant
S. V. Constant
Major, Cavalry
Acting Military Attache

James L. Neimay 7/26/86

0799

G-2/2078-152

APR 28 1937

OFFICE CHIEF OF :
MIL. INTEL. DIV2078-152
WAF 102

April 19, 1937

MEMORANDUM for the Chief, Division of Arms and Munitions Control,
Department of State.

The Military Attache, American Embassy, Peiping, China,
has asked to be furnished with a complete list of all planes,
motors, and other aircraft material shipped from the United States
to China during the period from June 30, 1936, to the beginning
of 1937. If the information is available, it will be appreciated
if it may be furnished for transmission to the Military Attache.

For the A. C. of S., G-2:

dap

John B. Coulter,
Lieut. Colonel, General Staff,
Foreign Liaison Officer.

*JBC**mailed*
APR 19 1937
cap

James H. Newman 3/26/86

0800

C O P Y

DEPARTMENT OF STATE
WashingtonOFFICE MILITARY AFFAIRS
MILITARY DEPARTMENT

2078-152

JUL 8 1937
WAR DEPARTMENTIn reply refer to
CA

April 24, 1937

CONFIDENTIAL

The Secretary of State presents his compliments to the Honorable the Secretary of War and acknowledges the receipt of a memorandum of April 19, 1937 - G-2/2078-152 - from Lieutenant Colonel Coulter, Foreign Liaison Officer of the General Staff, addressed to the Chief of the Office of Arms and Munitions Control, requesting that he be supplied, for the use of the American Military Attache at Peiping, China, with a complete list of all planes, motors, and other aircraft material shipped from the United States to China during the period from June 30, 1936, to the beginning of 1937.

In compliance with Colonel Coulter's request, there is transmitted herewith a table setting forth pertinent information in regard to licenses issued by this Department during the period, July 1, 1936, to March 31, 1937, for the export of aircraft, aircraft engines, and aircraft parts to China. It should be noted that all of the articles listed in this table were not necessarily exported during the period mentioned since export licenses are frequently applied for and issued considerably in advance of the date on which the shipment to which they apply is actually made. The information contained in this table should, of course, be considered confidential.

Enclosure:

Table mentioned above.

Note: Encl. consisting of 6 pages not copied for G-2 file.

Orig. returned to G-2 for file

Final L. Nearing 7/26/86

0801

SECRETHEADQUARTERS PHILIPPINE DEPARTMENT,
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE.

In reply refer to:

350.05
H.R.D. D-2.

AUG 16 1938

OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.

WAR DEPARTMENT

MANILA, P. I.

July 16, 1938

SUBJECT: Aircraft imported into China.

TO: Assistant Chief of Staff, G-2
War Department
Washington, D. C.

1. Inclosed herewith is a list of aircraft imported into China from July, 1937 to June, 1938.

2. This list was obtained from Wing Commander Walser of the Intelligence Section, Royal Air Force, Hong Kong.

3. Commander Walser states that the list is probably correct as far as Hong Kong is concerned, although the last paragraph shows how difficult it is to check up on all imports.

4. He further states that they have very little information about aircraft imported either through Indo-China or direct from Russia. The last estimate of Russian aircraft in China was about 130 (early May, 1938).

Henry C. McLean
HENRY C. MCLEAN
Lt. Col., G.S.C.
A.C. of S., G-2

1938 AUG - 16 - PM 3:28

RECEIVED
RECORD SECTION
M.I.D.

1 Incl.

SECRET

James K. Neering 7/26/86

0802

~~*SECRET*~~

AUG 16 1938

OFFICE OF MILITARY INTELLIGENCE
MIL., INTEL. DIV.

2078-122

WAR DEPARTMENT

HK/25.Liaison Office,
Royal Air Force,
H.M. Dockyard,
Hong Kong.28th June, 1938.EO 11652
STATE
LT-B-14-69
2-26-74
YESDear *McLean*.

Thank you for your letter dated 18th June, and the enclosures.

I understand you asked Summers for a list of aircraft imported through Hong Kong since the beginning of hostilities. He, of course, does not have access to this information.

I am sending you a list which is probably correct as far as Hong Kong is concerned, although the last paragraph shows you how difficult it is to check up all imports.

We have very little information about aircraft imported either through Indo-China or direct from Russia. The last estimate of Russian aircraft in China was about 130 (early May, 1938).

I should be grateful to you if you would keep this information strictly confidential as most of it is obtained from secret sources.

Can you possibly let me have the numbers, by types, of aircraft used by PATCO and Iloilo-Negros Air Express Co. I have got the types but not the numbers of aircraft which they employ.

Kindest regards to Mrs. McLean.

Yours very sincerely,

*J.S. Walsby*Lieut-Colonel H.C. McLean,
Fort Santiago,
Manila.

James K. Neimyer 7/26/86

0803

AUG 16 1938

OFFICE CHIEF OF MIL.
MIL., INTEL. DIV.

2078-152

WAR DEPT

LIST OF AIRCRAFT IMPORTED INTO CHINA
FROM JULY, 1937 TO END OF JUNE, 1938.GLOSTER GLADIATORS, (BRITISH - Single-seater Fighter).

36 imported through Hong Kong and assembled in Canton - December, 1937 to March, 1938.

DE HAVILLAND "DRAGON-RAPIDE". (BRITISH - Passenger).

6 imported through Hong Kong. Erected and converted into ambulance aircraft at Hong Kong. 3 flown to China in February, 1938. 3 erected in May and June, 1938, will presumably shortly be flown away.

VULTEE V.11. (AMERICAN - Attack Bomber).

Constructed under license by Curtiss Factory at Hangchow, later removed to Hankow. A large number of spare parts have been imported for this type of aircraft. Number constructed in China not known.

MARTIN 139W. (AMERICAN - Twin-engine Monoplane Bomber).

Believed 15 ordered in 1936. 3 imported through Hong Kong in July, 1937, and 3 in December, 1937.

BELLANCA 38-90. (AMERICAN - General Purpose Monoplane).

20 imported through Hong Kong in January, 1938.

BEECHCRAFT. (AMERICAN - Twin engine Passenger).

2 imported through Hong Kong. Erected and converted to ambulances in Hong Kong. Flown to China in February, 1938.

NORTH AMERICAN NA-16-4. (AMERICAN - Two-seater Trainer.)

Believed 50 have been ordered. Up to 18th June, 1938, 29 imported through Hong Kong.

CURTISS HAWK 75. (AMERICAN - Single-seater Fighter).

30 ordered in May this year. 4 imported through Hong Kong in June, 1938.

CURTISS HAWK III. (AMERICAN - Single-seater Fighter).

The Chinese have had a large number of these and have been importing them in bits, assembling them at the Shiukwan Aircraft Factory. It is believed that they have also been manufacturing them from raw material. Components for 30 more aircraft were ordered at the end of 1937.

20 aircraft were imported through Hong Kong in June, 1938.

James K. Neuman 7/26/86

0804

Page 2.

FLEET AIRCRAFT LTD. (CANADIAN - Two-seater Primary
Training Biplane.
125 h.p. Kinner Engine).

Believed 108 of these have been ordered. Up to 18th June, 1938, 39 imported through Hong Kong.

SAVOIA MARCHETTI S.81. (ITALIAN - 3-engine Monoplane
Bomber.)

1 aircraft (9 cases) imported through Hong Kong in October, 1937, where it has remained ever since. Too large to ship into China by rail. Hong Kong Government refuses permission to erect in Hong Kong.

6 out of 9 cases forwarded to Canton by rail in June, 1938.

HENSCHEL 123. (GERMAN - Single-seater Fighter).

12 imported through Hong Kong in April, 1938. 20 are supposed to have been imported but only 12 are known to have come in.

DEWOITINE 510. (FRENCH - Single-seater Fighter).

24 imported via Hanoi, Indo-China. All 24 had arrived at Hanoi by end of April, 1938, and are being shipped to Kunming (Yunnanfu) by rail. Believed that all have now arrived there.

It is learned that one complete squadron has been equipped with this type of aircraft, although as far as is known it has not yet been in action.

MORANE-SAULNIER 405. (FRENCH - Single-seater Fighter).

12 ordered and were expected at Hanoi by the end of May, 1938.

POTEZ 63. (FRENCH - Twin-engine Monoplane Bomber).

8 ordered and were expected at Hanoi by the end of May, 1938.

In addition to these aircraft, from February to the end of May, 1938, two agencies in Hong Kong have imported for the Chinese Government 311 and 901 cases respectively of aircraft parts, accessories and tools. Some of these may have contained complete aircraft. These spares were for Douglas D.C. 2. aircraft, Douglas O.2.MC, Curtiss Hawk III, Vultee V.11 and Boeing 247.B (Madame Chiang Kai-Shek's personal aircraft). The cases also included a large number of Hamilton airscrews, bomb racks, etc.

HONG KONG.
June 30, 1938.

James K. Neimyr 7/26/86

0805

G-2 Report

6-1

9560
INTEL DIV.
2078-152
DEC 10 1938
WAR DEPARTMENT ..CHINA (Military)Subject: Air - Military, Armament,
and Equipment - GeneralPlanes of the Chinese Air
Force

RECEIVED G/2 W. D. DEC 8 1938

The following information concerning the Chinese Air Force is from the best sources available to this office:

Planes Now Available

Bombers and light Bombers	...25	Russian
One-engined bombers	..... 5	Vultees (Note 1)
Dive Bombers	.....20	German Menschels
Regular Pursuits	..... 9	Dewoitines
Interceptor Pursuits	.....45	Hawks, Nos. 1 and 3
		24 Hawks, 75
		30 Hawks,
		30 Russian, No. 15
		40 Russian, No. 16
		9 Gladiators
		40 Odd, mixed classes
Trainers	.....140	Fleets
		32 N.A.E.

(Note 1: 18 more are reported being recommissioned.)

Of an order of twenty Gloucesters received in September, only nine were left about three weeks ago; of twenty Bellancas, nine have been smashed without having been in combat; of an order of thirty Hawk 75's, of which nine were delivered, four crashed; of 20 Vultees, twelve have been smashed without having been in combat.

An officer formerly a member of the United States Army Air Service, now employed by the Chinese Air Service, recently stated that at its maximum, the Chinese Air Force never had over one hundred combat planes, and at the present time it has probably from fifty to seventy-five. He further stated that only fifty per cent of the Russian planes delivered to Lanchow ever reached their destinations.

(Source: Study in this office)

For and in the absence of the Military Attache:

David D. Barrett
David D. Barrett
Major, Infantry
Assistant Military Attache

Distribution:
6-MID
1-File

From M/A China

Report No. 9697

November 10, 1938

RESTRICTED

James K. Neumayr 7/26/86

0005

G-2 Report

6-1

9500

JAN 13 1939

INTEL. DIV.

2078-152

WAR DEPARTMENT

CHINA (Military)

Subject: Air -Military, Armament,
and Equipment - GeneralNotes on The Chinese Air
Force

2078-152/5

RECEIVED G/2 W. D. JAN 11 1939

From reliable information received at this office, the figures in our Report No. 9697 (November 10, 1938) should be changed as follows:

Regular Pursuits8 Dewoitines
Interceptor ,,75 Hawk - Nos.1 and 3
30 ,, - No. 75

It is reported that 40 Interceptors are now at Kunming airfield.

It is also reported that Chiang Kai-shek is holding an important conference at the present time in Chungking with leaders of military and civil aviation, for the purpose of revamping and expanding the Chinese air force. Plans cover the purchasing of large numbers of pursuit planes, bombers and spare parts, and the building of a factory which will have a yearly output of from 350 to 400 planes. It is reported that Mr. Pawley, an American aircraft salesman, will establish this factory which is to be paid for and taken over by the Chinese in three years time. It is reported that Pawley has already received an order for 50 Curtis Hawk-36 type pursuit ships and expects a possible total order of 330 planes of various types.

For and in the absence of the Military Attache:

David D. Barrett
David D. Barrett
Major, Infantry
Assistant Military Attache

Distribution:
6 MID
1 File

From: M.A./China

Report No.9705

December 14, 1938

RESTRICTED

James K. Neering 7/26/86

0807

-C-O-N-F-I-D-E-N-T-I-A-L-

HEADQUARTERS HAWAIIAN DEPARTMENT
OFFICE OF THE ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE
FORT SHAFTER, T. H.

In reply refer to:

452 (G-2)

April 16, 1939.

SUBJECT: Purchase of airplanes by China.

TO: A. C. of S., G-2, War Department, Washington, D. C.

1. The inclosed newspaper clipping gives the outline of the Chinese plane purchase as told by Mr. Patterson to a local newspaper.

2. In a confidential interview with Mr. Patterson he gave further details, some of which will be found to be at variance with the newspaper clipping.

3. The financing of the purchase was arranged by Mr. Patterson through the Hongkong and Shanghai Banking Corporation, which has advanced the Chinese Government a three year credit of \$15,000,000, on the notes of the Chinese Government. The American manufacturers will thus receive payment on about the usual terms, though they did lower the initial cash payment from 30% to 20%, and are taking monthly payments for the balance. Prices, likewise, were shaded considerably. The fact that the Hongkong and Shanghai Banking Corporation put up the money without the usual insistence that British equipment be purchased, is regarded by Mr. Patterson as being extremely significant, as there was at the time a representative of certain British aircraft manufacturers in China seeking orders for similar equipment. Delivery on the proffered British equipment was, however, somewhat slower than on the American.

4. The actual plane purchases aggregate about \$12,500,000. They include the following items, with a generous supply of spare and replacement parts:

85 Seversky P 35A, long range pursuit ships - capable of reaching Japanese industrial centers with ten 30-lb. incendiary bombs;
45 Chance Vought dive bombers - capable of carrying one 1000-lb. bomb, for use against Japanese Naval vessels operating on the Yangtze;
55 Ryan Primary Trainers; and a small number of Ryan Basic Trainers.

5. Deliveries are to start in two months and to be concluded in eight months. The planes will be shipped to Rangoon; thence by water up the Salween River to a point about opposite Mansam, where they are to be unloaded and transported over a newly constructed road to a new airfield, which is now being set up for the assembly of the planes, just inside the Burmese border, opposite Mansam.

- 1 -

CONFIDENTIAL

James K. Neumayr 7/26/86

0000

-C-O-N-F-I-D-E-N-T-I-A-L-

Ltr. 452 (G-2), to
A C OF S G-2, WD -
Continued.

April 16, 1939.

6. According to Mr. Patterson, this order was obtained by the United Aircraft Company only after long and difficult negotiations, during which period he had to go over the heads of the Chinese Air Force and deal direct with Doctor Kung of the Finance Ministry. Mr. Patterson was extremely bitter over what he termed the unfair tactics on the part of Mr. Pawley, the China Representative of the Curtiss Aircraft Company. He told a very sordid story of an inside deal between Mr. Pawley and the heads of the Chinese Air Force, whereby the Chinese Air Force bought, at inflated prices, much equipment not suited to their needs.

7. Mr. Patterson regards this initial purchase as being the opening gun in a campaign to entirely reorganize the Chinese Air Force and to round out its equipment so that it will be in position to eventually carry out the tactical program for the employment of the Chinese Air Force that has long been advocated by Claire L. Chennault, a retired Air Corps officer, who has been acting as an adviser. This program contemplates the use of the Seversky long range pursuit ships in the role of bombers against Japan's industrial centers.

8. On account of the Chinese Air Corps - Curtiss intrigue, previously referred to, Mr. Patterson stated that his Company anticipated efforts on the part of the Chinese Air Force leaders to discredit the performance of the equipment. For this reason, he plans to return to China in about two months to be on hand to supervise assembly and tests.

9. Mr. Patterson stated that what remains of the Chinese Air strength, consisting largely of pursuit ships, is distributed and used by squadrons at airports near the larger cities of the interior, and is giving a good account of itself. He states that the Japanese bombers have a healthy respect for the Chinese pursuit pilots, and are operating largely against points they know to be undefended by pursuit ships. He confirms the story lately appearing in the American Press of the Italian bomber with the decapitated Italian pilot. He stated that the motor in the Japanese type 96 pursuit ship, while of somewhat inferior quality as far as materials used, is of very excellent design, being an exact copy of the Pratt and Whitney engine, equipped with automatic mixture regulator, with the Wright two-stage supercharger as an added feature. Quality of Japanese bombs currently being used is decidedly inferior to former issues, as evidenced by poor fragmentation.

1 Incl: Press Clipping.

M. W. Pettigrew
M. W. PETTIGREW,
Major, F.A.,
Acting A. C. of S., G-2.

VIA AIR MAIL

- 2 -

CONFIDENTIALRECEIVED
RECORD SECTION
M.I.D.

1939 APR - 19 - AM 12:12

James K. Neering 3/26/86

0010

G-2 Report

6-1

9560

RESTRICTED

RECEIVED 6/2 W. D. FEB 7 1940

CHINA (Military)

Subject: Air, Military, Armament and Equip-
ment - General

2078-142
8

Planes of the Chinese Air Force

1. The following information concerning the Chinese Air Force is from the best sources available to this office:

Planes Now Available

Regular pursuits	6	Dewoitines
Interceptor pursuits	25	Hawk 75's
"	200	E-15's and 16's Russian
Observation planes	50	Voight-Corsair
Interceptor pursuits ...	10	Hawk 2's and 3's
Bombing planes	?	*
Basic trainers	30	Douglas
Transport planes	10	6ld (Caproni-Savoyia)

Note: * - French sources report about 40 bi-motored Russian SB bombers and some bi-motored Douglas light bombers.

Major Barrett reported from Chungking that during December contracts had been let for 75 Vultee attack, single-engine bombers and three Vultee transports, and an unknown number of Curtis-Wright interceptors - total of all contracts: US \$7,500,000.00 and all planes to be made in the Loiwing factory which now has enough work for two years.

In October, 1939, Japanese sources in Nanking published the following information regarding the Chinese Air Force:

Organization consists of three bombing squadrons and four pursuit squadrons, in addition to one bombing and one pursuit squadron of Soviet fliers. Total number of military planes: 360 (of which only 160 are available for "fighting" purposes.) The figure includes:

Pursuit planes.....	190
Scouting planes	20
Light bombers	110
Heavy bombers	29
Training planes	250
Transport planes	15

Source: Press and study in this office.

F. P. Munson

F. P. Munson
Captain, Field Artillery
Assistant Military Attache.

Distribution:
6 MID;
2 File

THE MILITARY ATTACHE, AMERICAN EMBASSY,
PEKING, CHINA.

TO: A. G. OF
1. APPROVED.

William Mayer
WILLIAM MAYER,
MAJOR, FIELD ARTILLERY
January 8, 1940

From: M/A, China

Report No. 9836

RESTRICTED

James K. Vermy 3/26/86

0811

RECORDED & R.D.W., W.D.

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D. C.



In reply refer to
Co

DEPARTMENT OF STATE
WASHINGTON

April 11, 1939

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

WAR DEPARTMENT

~~CONFIDENTIAL~~

The Secretary of State presents his compliments to the Honorable the Secretary of War and transmits herewith for Mr. Woodring's information copies of correspondence between the Department and the China Airmotive Company, in regard to the exportation to China of 199 airplanes of American manufacture which have been purchased by the Chinese Government through the Consolidated Trading Company, Limited.

ADMINISTRATIVE ASSISTANT

APR 12 1939

WAR DEPT.

Received
Enclosures:

1. From China Airmotive Company, April 6, 1939.
2. To China Airmotive Company.

RECEIVED GEN. SEC. APR 14 1939

①
JUL 1 1941
2078-152
9
JUL 1 1941
452
(4-11-39)

4/14/39
H H W

Handwritten initials

James K. Nearing 7/26/86

0813

-2-

planes. Incidentally, the shipments will be extended over a long period of time, a few of each type of plane to be shipped each month. In the event that it is necessary to procure separate licenses for each plane, will you please send us a large supply of application blanks?

Since we are most anxious to cooperate with your office at all times, we should doubly appreciate your assistance in this case, since we wish to work out this problem in the manner which will be simplest for all concerned.

Very truly yours,

CHINA AIRMOTIVE COMPANY
Federal Inc., U. S. A.

SAMUEL NIEDELMAN
Manager, New York Office

James K. Neering 3/26/86

0014

JUL 1 1941

OFFICE CHIEF OF STAFF
MIL. INTEL DIV.

2078-152

WAR DEPARTMENT

In reply refer to
Co

April 11 1939

China Airmotive Company,
25 Beaver Street,
New York, New York.

Sirs:

I acknowledge the receipt of your letter of April 6, 1939, in regard to the procedure to be followed in exporting to China 199 airplanes of American manufacture which have been purchased by the Chinese Government through the Consolidated Trading Company, Limited.

Licenses for the export of arms, ammunition, and implements of war are valid for a period of one year. You may therefore obtain a single license for the export of a number of these planes and make partial shipments under this license as long as it remains valid. It is suggested, however, that you will wish to list on a single application for a license only those airplanes which are to be exported from a single port of exit, in order that the license may be deposited with the collector of customs at the port at the time of the initial shipment and may remain

MCN

James H. Newman 3/26/86

0015

-2-

remain in his possession until shipments under the license are completed. Should the exportation of these planes not be completed at the end of the period of a year after the license or licenses had been issued, new licenses could be obtained for the export of the planes which had not yet been shipped.

Before licenses for the export of these planes to China can be issued, it will be necessary that the Department be notified by the Chinese Embassy in Washington that it is the desire of the Chinese Government that the exportations be authorized. You will note from an examination of Part VI of the pamphlet International Traffic in Arms that the bringing about of the notification to the Department of State through the Chinese Embassy is a matter with regard to which the initiative and responsibility lie with the importing government and the potential shipper. It is suggested, therefore, that you may wish to communicate directly with the Chinese Embassy in regard to this notification.

There are transmitted herewith twenty blank forms of application for license to export arms, ammunition, and implements of war.

Should you have any further questions in regard to the manner in which these exportations should be handled,

I

James K. Neering 3/26/86

0815

-3-

I should be glad to attempt to answer them at any time.

Very truly yours,

For the Secretary of State:

Charles W. Yost
Assistant Chief, Division of Controls

Enclosures:

Twenty forms of
application.

James K. Neimyr 7/26/86

0817

No. 238

QUINTUPPLICATE

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2078-152

JUL 23 1941

WAR DEPARTMENT

AMERICAN CONSULATE

Rangoon, Burma, November 8, 1939.

Subject: War materials for China, statistics of imports at Rangoon.

THE HONORABLE

THE SECRETARY OF STATE,

WASHINGTON.

Sir:

I have the honor to report, supplementing information recently transmitted to the Department, that war materials for China passed for transit through Burma during the period from September 16 to September 29, 1939, consisted only of aeroplane parts from the United States valued at Rupees 14,552, or \$5,093 at exchange of 35 cents to one rupee. The materials were listed as follows:

1 box aeroplane parts, Rupees 13,647.
1 box landing lights with bulbs for
aeroplanes, Rupees 905.

At the end of September the value of all war materials shipped in transit through Burma was Rupees 74,804,178, or approximately \$26,216,462.

Respectfully yours,

Austin C. Brady
American Consul

In quintuplicate to the Department.

800
ACB

A true copy of
the signed original.
ACB.

*Noted in C.I. Br
7d 7/426*

Finney K. Nearing 7/26/86

0018

2 Report

RESTRICTED

6-1

9760

CHINA (Aviation)

Subject: Maneuvers, Air MinistryAir Defense Maneuvers in
Wuhan and Suiyuan.JUL 14 1937
MIL. INTEL. DIV.
2078-103
WAR DEPARTMENT

RECEIVED G/2 W D. JUL 13 1937

Extensive air defense maneuvers were carried out in the Wuhan (Hankow-Wuchang-Hanyang) area on March 15th, 17th, and 18th. Three exercises were held on each of these dates, in the morning, afternoon, and evening, the hours being slightly varied. Average time of the daylight exercises was two hours, and evening exercises an hour to an hour and a half. In spite of reports that approximately one hundred planes would participate, not more than eight or ten were observed in the air at one time. Numerous ground exercises, such as Red Cross drills, gas attack drills, fire drills, mob drills, and so on were carried out in conjunction with the aerial maneuvers.

The various exercises were carried out with a commendable degree of discipline and control. As far as civilians, both foreign and Chinese, were concerned, the chief effect of the maneuvers was to stop all traffic in daylight and to shut off all lights in the evening during the time of the exercises.

Great care was taken to acquaint the civilian population, both foreign and Chinese, as to what was expected of them during the exercises. The co-operation of all foreigners was requested and was freely accorded by all nationals except the Japanese, who kept the lights burning in their concession during the night exercises, an action which aroused most unfavorable comment in the Chinese press.

Large scale air defense maneuvers were held at Kweihua on June 6th, under the direction of General Yung Hung-lu, Commander of Air Defense Forces in Shansi. Air maneuvers were also held recently in Nanking, Taiyuan, Hsüchow, Chengchow, and Loyang.

Source: American Consul-General, Hankow,
and press.

Joseph W. Stilwell

Joseph W. Stilwell
Colonel, Infantry
Military Attache

DDB

Distribution:

6 MID
1 File

From M/A, China

Report No. 9566

June 18, 1937

RESTRICTED

James K. Nearing 3/26/86

0019

3-2 Report

RESTRICTED 6-1

CHINA (Aviation-
Military)

9180

OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.

NOV 17 1937

2078-154
WAR DEPARTMENTSubject: Distribution of Troops
Air Defenses of Nanking

RECEIVED G/2 W. D. NOV 17 1937

(1) Main Air Base at Kuanghuamen (southeast gate of Nanking):

Two groups, each group composed of three squadrons of three flights each. Each flight equipped with three Hawk pursuit planes. Also included in the equipment of the two groups are four trainers, two Bredas, and one Northrup light bomber.

(2) Chuyung, near Nanking.

Two Cantonese squadrons, both pursuit; one with eight Boeings, the other with seven Hawks.

It was reported that there are at least three other fields outside of Nanking with a minimum of one squadron each, making the total Nanking air defense force over 100 planes.

Source: Visit by Captain F. N. Roberts, Infantry, to Nanking air fields, August 19, 1937.

*Joseph W. Stilwell*Distribution:
6 MID
1 FileJoseph W. Stilwell
Colonel, Infantry
Military Attache

RESTRICTED

James L. Nearing 7/26/86

0820

CONFIDENTIALHEADQUARTERS PHILIPPINE DEPARTMENT,
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE.Authority CG, HPDInitials *HN*Date September 26, 1938

MANILA, P. I.

In reply refer to:

350.05 China
H.P.D., G-2

2-1

2078-155

September 23, 1938.

2078-155

1

SUBJECT: Military Aviation in China.TO: Assistant Chief of Staff, G-2
War Department
Washington, D. C.

Enclosed herewith is a report on the military aviation in China. This report was dictated in this office by Messrs. Charles L. Sharp and Hugh L. Woods, Chief Pilot and Pilot respectively of the China National Aviation Corporation, while on a brief leave of absence in Manila.

Henry C. McLean
HENRY C. McLEAN
Lt.Col., G.S.C.

1938 NOV 15 AM 10:43

*Copy of report
to our Corp
copy retained
in FE*

CONFIDENTIAL

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0821

CONFIDENTIAL

Em 1
3-1-2078-155
NOV 1938

HEADQUARTERS PHILIPPINE DEPARTMENT
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE
Manila, P. I.

September 20, 1938

CHINA

Military Aviation

CONFIDENTIAL

Incl 205

James L. Neering 7/26/86

0822

CONFIDENTIAL

HEADQUARTERS PHILIPPINE DEPARTMENT
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE
Manila, P. I.

September 20, 1938

9000

CHINA

Subject: Military Aviation.

The Russians have shipped large numbers of airplanes into China. They have two types of pursuit planes called E-15 and E-16. The E-15 is a monoplane and looks very much like our Boeing. The E-16 is a biplane, resembling our P-12 to some extent. They are both very fast airplanes, with a speed of about 300 miles per hour.

Russian planes as a whole are much faster than American planes. As far as performance goes, the Russian planes in China have won the wholehearted respect of Americans there.

The Russians also have a twin-engine bomber, similar to a Martin bomber, which is undoubtedly a very fine type of airplane. The fuselage is built in four sections. If one section is damaged, it is merely pulled off and replaced with a new section. This can be done in a very few minutes.

They also have some four-engine bombers, ANT 6, which the Chinese are allowed to operate. These airplanes are used mostly for transport work but they have also been taken over to Japan for photographic work. These planes have a cruising speed of 130 miles per hour with a normal cruising altitude of 30,000 feet. They are built primarily for high altitude flying. These planes are very large, having wheels about seven feet in diameter and can carry fifty passengers and crew.

The Chinese have a few observation planes which are used as trainers at the air school at Urumchi. There are three big air fields at Urumchi where Chinese pilots are trained. All Chinese pilots are trained right in China. Altogether, China has five large aviation schools. A few of the Chinese pilots are permitted by the Russians to fly their planes.

CONFIDENTIAL

James K. Nevin 7/26/86

0823

CONFIDENTIAL

A great deal of aviation equipment is brought into China through Hong Kong. Among that brought in are American trainer ships. The latest British equipment to be imported was some Gloster Gladiators. They proved very unsatisfactory in combat work as the Japanese brought them down with no trouble whatsoever.

The Japanese have a very nice pursuit plane, the French Dewoitine. Up to the first of the year only one had been brought down by the Chinese.

An interesting incident occurred in Nanking where a Japanese pilot brought his plane down intact at the Chinese landing field. He stepped from his plane and, taking his pistol, blew his brains out. He left the plane there in good condition.

Every pilot carries a pistol to shoot himself in case he is forced down. All Japanese pilots wear Chinese coolie clothes under their uniforms. If they are forced down by parachute they remove their uniform and, dressed as a Chinese peasant, have a chance of escape. As a matter of fact, quite a few do escape in this manner.

The Chinese stopped using their equipment for interception and combat work about three months ago. Instead of concentrating their pursuit around Hankow and Nanking as formerly so as to interfere with bombing raids, they now have any number of airports scattered around the country, using their airplanes for offensive work instead of defensive.

In the bombing around Canton, the Japanese used practically all seaplanes, launching them from freighters.

The Chinese have probably shot down more Japanese planes than vice versa. However, the Chinese have damaged many planes taking off and landing. Since the war started, the Chinese have learned a great deal and are running a first-class war.

The Chinese leave airplanes built of bamboo on their airfields which the Japanese bomb, thinking they are destroying Chinese planes. From the air it is impossible to distinguish the difference between real airplanes and those made of bamboo.

CONFIDENTIAL

James K. Nearing 3/26/86

0824

CONFIDENTIAL

When bombing the Japanese fly in formation, their altitude depending on the resistance they meet. In Hankow, at the time the Chinese were defending the city, they bombed from heights of ten, twelve and fourteen thousand feet. Since the Chinese have changed their tactics and no longer fight on the defensive, the Japanese come in at any height.

When on a bombing mission, the Japanese send their pursuit planes in ahead of the bombers close to the ground. As they come to airports they machine-gun airplanes on the ground. About five minutes later they send their bombers in at a height of six to ten thousand feet in a squadron of eighteen to twenty. Above them, at a height of eighteen to twenty thousand feet, are pursuit planes (about twenty or twenty-five) to protect them from attack from above.

The reason for these tactics is that the Chinese had worked out a very efficient air alarm system. They would get the alarm from fifteen to forty-five minutes before a raid was to take place. All the pilots would be posted beside their planes at the airport, ready to take off at an instant's notice. When they got the signal, they would take off and, staying close to the ground so as not to be seen, would fly to a point about fifty miles away. They would circle around at this point until a signal at the airport told them it was safe to return. The Japanese learned of this practice and for that reason began to send their pursuit planes in low. Since beginning these tactics, the Japanese have shot down several Chinese planes which were just taking off. On one occasion, they shot down one two-engine bomber and thirteen other planes.

The Chinese make no attempt to intercept them but try to avoid combat. They do nothing but offensive work. They have learned that on offensive bombing raids it is more expensive for the aggressor than for the party being bombed. As a whole, air raids are a losing proposition. There are a lot of people killed in an air raid but they are the cheapest thing China has. A Chinese coolie costs the government about ten dollars.

The Chinese have gotten a great many ships in the Yangtze, the Russians doing most of the damage.

As stated above, the Japanese bombing formation consists of bombers with pursuit planes flying above them for protection. Before the Chinese stopped using their planes for defensive tactics, their system of defense was to use

CONFIDENTIAL

James K. Neering 7/26/86

0825

CONFIDENTIAL

two types of pursuit planes, monoplanes and biplanes. The biplanes would first attack the formation, drawing off the pursuit planes. Then the monoplanes would come in and attack the bombers. In one case, a formation of thirty-seven planes came on an air raid of Hankow. The Russians shot down every plane.

In attacking a bomber, the Chinese get directly over it and then dive. In this way it is almost impossible for the pilot of the bomber to shoot at the plane as it places him in a very cramped position. The attacking ship pulls off just over one of the motors, shooting at it. Quite a lot of attacking is done in this way. However, the attacking plane is too vulnerable after it pulls off.

There is a difference in speed of over one hundred miles between Japanese bombers and Russian pursuit planes, the Japanese bombers doing an average of 150 miles per hour. The bombers are helpless and can be shot down with ease unless protected by pursuit ships.

The Russians are training personnel in China in actual combat. According to observation, they send their pilots and other air personnel down there for training, exchanging them for others about every three months. Very roughly, they have somewhere between two hundred and five hundred men in China at all times. These people are getting their training in actual combat work at the expense of the war. Actually the Russians are building up a very fine air corps with trained personnel. They are getting experience which could not be gotten in any way except in actual warfare.

In Kiukiang most of the fighting is done by Russians who are known as "technical advisers". The Russians come down with big guns and other equipment and do all the actual fighting. The Chinese just act as coolies and bring the equipment around.

The majority of pursuit planes used by the Chinese are of a very light construction. American planes, while made of expensive and durable materials, are not maneuverable to the same extent as the Russian planes, as they are much heavier. The planes used in China can not come out of a power dive of three thousand feet. This is the one advantage of the American built planes - their ability to power dive. However, a light built plane can out-maneuver them under any conditions and can usually shoot them down. They

CONFIDENTIAL

James K. Verney 3/26/86

0826

CONFIDENTIAL

can make very sharp turns which an American plane can not take. The tactics which are supposed to be used by a heavy-built American plane are to make one attack - coming in at a terrific speed, machine-gunning and then immediately flying away.

Besides being more maneuverable, the lighter planes are much cheaper than the American. Being built practically of matchwood, they cost only about twenty thousand dollars each while an American plane of the same type costs around \$60,000.00. Taking into consideration that the average life of a pursuit plane is only ten hours - and this includes reaching its objective and returning - it can readily be seen that the lighter plane not only serves the purpose better in the long run, but also saves the government much money.

The heavier built American planes will withstand a collision in the air with lighter built planes. For this reason the Chinese pilots are instructed to attempt a collision with a Japanese plane, maybe tearing off a wing, in case they run out of ammunition. This is done quite frequently. On the whole, however, the Chinese have learned to keep expensive equipment out of combat work.

The Japanese have found it impossible to put the railway from Canton to Hankow out of commission by bombing. The Chinese have section crews stationed every ten miles along the line. They also have complete repair equipment for every bridge right at that bridge. If a bridge is bombed and a section destroyed, it is immediately cut out and a new section set in. The organization the Chinese have in the repair of the railway has surprised all foreigners familiar with China because, as a whole, the Chinese are notorious for their lack of organization. The way they have kept the railway running is really remarkable.

Although the Japanese are bombing the bridges constantly, their marksmanship is poor and while they hit once in a while, they have not been able to put the railway out of commission. Also, due to the fact that there are antiaircraft guns at every bridge, the Japanese can not fly low enough to bomb accurately. In five months the Japanese dropped seven hundred and fourteen bombs on one bridge but got only seven direct hits, one of which was a dud. In no case, was the bridge put out of operation for any appreciable length of time. The antiaircraft guns at the bridges have shot down many planes.

CONFIDENTIAL

James L. Neering 7/26/86

0827

CONFIDENTIAL

All railway equipment used is imported by the Chinese through Hong Kong. The Japanese also bomb trains when they get the chance. The Japanese use bombs from ten kilos up to seven hundred and fifty kilos in weight.

The Japanese pilots are not afraid of the Russians. However, when attacked they break formation immediately. They make no attempt to hold formation after attack starts but merely try to escape.

Our informants stated that they have not yet seen the Japanese flying fortresses. However, they stated that they are helpless in combat, but might justify themselves if handled properly. They might be useful for use in long range bombing missions either at night or early morning when they could not be as easily intercepted.

The Chinese definitely believe they can win the war. As to their source of supplies, the Russians are bringing supplies into China just as fast as they are needed. Motorized troop trains come into China from Russia through Urumchi, Oomai, Ansi, Suchow, Lauchow and Sian. Bombs used by the Chinese are manufactured in China.

Our informants stated, that, in their opinion, the United States should have at least six officers in China as observers. If unknown, they could gather much information which would definitely be of value to the Government. They believed it would be very easy to get men to volunteer for this type of work.

Source: The above report was dictated in the G-2 office by Messrs. Charles L. Sharp and Hugh L. Woods, Chief Pilot and Pilot respectively of the China National Aviation Corporation, while on a brief leave of absence in Manila. Mr. Woods was the pilot of the China National Aviation Corporation plane, the majority of whose passengers were killed when it was fired upon by Japanese military planes.

CONFIDENTIAL

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0028

HEADQUARTERS PHILIPPINE DEPARTMENT,
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE.

In reply refer to:

350.05 - CHINA

MANILA, P. I.

October 29, 1938

SUBJECT: Reports on Chinese Air Force.

TO: Assistant Chief of Staff, G-2
War Department
Washington, D. C.

Attached hereto are two reports on the Chinese Air Force by Air Corps officers who have recently returned from leaves of absence in Hong Kong.

Henry C. McLean
HENRY C. MCLEAN
Lt.Col., G.S.C.
A.C. of S., G-2

1938 NOV 26 AM 11 48

Copy sent - O. N. I

James K. Nearing 7/26/86

0829

NOV 28 1938

Encl

3 - 1

2078-155

2
WAR DEPARTMENT

HEADQUARTERS PHILIPPINE DEPARTMENT
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE
Manila, P. I.

October 29, 1938

FLYING FIELDS AND AIR SCHOOLS IN CHINA

Urumtsi, Sinkiang Province. There are three air fields and a large school for enlisted pilots.

Hami, Sinkiang Province. Three intermediary fields, one large field, perhaps sixty or seventy trucks.

Suchowfu (Kiuchuan), Kansu Province. Large field with four four-motor bombers, thirty two-motor bombers, sixty pursuit.

Liangchow, Kansu Province. Two four-motor bombers, fifteen two-motor bombers, a few pursuit ships.

Lanchow, Kansu Province. Three large fields. Large transition school with 150 planes, four four-motor bombers. A large Russian repair depot. This is the point at which the Russians deliver planes to the Chinese.

Servicing facilities at the above mentioned fields were of the most modern. Servicing vehicles of latest type, Russian manufactured, installed heater enables them to deliver oil to airplane at any desired temperature.

The road which generally follows along the line of towns given above seems to be covered by a continuous line of truck trains.

Chinese air schools are located at the following places:

Primary school - Liuchow, Kwangsi Province
Pursuit school - Yunnanfu, Yunnan Province
Primary school - Meng-tze, Yunnan Province
Primary school for enlisted men - Chengtu,
Szechwan Province
Bombing School - Ichang, Hupeh Province

Source: The above information was furnished this office by 1st Lieut. Joseph A. Miller, Air Corps, stationed at Nichols Field, upon his return recently from a leave of absence in Hong Kong. Lieut. Miller secured the information from an American pilot in the Chinese service who flew to Russia recently. During his trip the American pilot observed the information set forth above.

Encl 204

James K. Neering 7/26/86

0030

3-1

Gner
2078-155-
2

HEADQUARTERS PHILIPPINE DEPARTMENT
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE
Manila, P. I.

October 29, 1938

AERIAL WARFARE IN CHINA

The Japanese are using a French pursuit ship which is very light and extremely fast. It is equipped with one-pounder that fires through the propeller hub. They also have a 50-calibre machine gun and a 30-calibre machine gun. I was told that they stand off at quite a distance and have been very successful with the one-pound gun in shooting down bombers.

The Chinese are using French interceptors that are also very fast and have been very effective against Japanese bombers in breaking up formations. However, the Japanese ships are also very maneuverable and have been very effective in individual combat. On talking to some of the American pilots who have been instructing and fighting for the Chinese, they stated that attack aviation has not been very successful. However, Chinese automatic riflemen have been very successful in shooting down the Japanese. The American pilots stated that they have been more successful with the automatic riflemen than with machine gun fire in attacking Japanese planes from the ground.

There are any number of American trucks being used by the Chinese Army. I saw approximately two hundred of them being delivered to the Chinese Government passing through Hong Kong. The British will allow the trucks to pass through under the assumption that they are to be used as hospital trucks, but I was told that as soon as they get out of British territory the red cross is taken off of them. Airplanes are also being delivered through Hong Kong by the same method, i.e., by stating they are to be used for hospital ships.

I was told that two squadrons of French planes and pilots had been in China but were refused permission to fight with the Chinese.

We were all offered jobs to instruct in the Chinese Air Corps with a guarantee of \$750.00 a month. We could fight for the Chinese or not, just as we wished. The Chinese are very anxious to get at least one set of bomb sights and would also like to get someone to operate them. They stated that anyone who could deliver and operate a set could name his own price.

James K. Neering 7/26/86

0831

We passed some Japanese destroyers just outside of British waters going in to Hong Kong.

I rode all around British territory as near to the border as I could get in the hope of seeing some Japanese. They were very close to the border but because of the hills I was not able to see them. There were many refugee camps in the British territory.

Source: The above information was dictated in the G-2 office by 2nd Lieut. John O. Neal, Air Corps, stationed at Nichols Field, having just returned from a leave of absence in Hong Kong.



HENRY G. McLEAN
Lt. Col., G.S.C.
A.C. of S., G-2

James K. Neering 7/26/86

0032

CONFIDENTIALCONFIDENTIALHEADQUARTERS PHILIPPINE DEPARTMENT,
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE.

In reply refer to:

HPD G-2
350.05 - China.

AUTH: CG., HPD.

INITIALS: H. C. *H. C. McLean*

DATE: May 13, 1939

MANILA, P. I.

May 13 1939 *18*

2078-155

JS

Subject: Chinese Air Force - Equipment.

To : Assistant Chief of Staff, G-2, War Department,
Washington, D. C.

RECEIVED G-2 W. D. JUN 13 1939

1. The attached report on the Chinese Air Force was furnished this office by Mr. George R. Clark, an American pilot, who has been connected with the Chinese Air Force.

2. Confidential receipt attached.

Incl: Report in dup.

H. C. McLean
HENRY C. McLEAN,
Lt. Col., G. S. C.,
A. C. of S., G-2. *1*CONFIDENTIAL

Jim H. Nearing 7/26/86

0835

CONFIDENTIAL

Russian E-15:

This airplane is an attempt to copy the U.S. Army P-12, now obsolete in the U.S.A. It is a small, very compact biplane. The fuselage is very short and stubby. The landing gear is of the fixed single leg type with very narrow tread. Engine is a Russian built Wright Cyclone of about 700 H.P. swinging a two blade metal propeller. Armament consists of four 30 caliber machine guns synchronized to fire through the propeller. The guns are located in the cockpit within the pilot's reach, making it easy for him to clear stoppages while in flight.

This ship is probably the most maneuverable combat ship in use at the present time in China. The top speed is about 240 miles per hour. Rate of climb about 3500 feet per minute. This ship cannot be flown to terminal velocity in a dive, as at the most, they are only stressed for a load factor of 8 g.

The workmanship on this airplane is the worst the writer has ever seen. The design of the aileron control mechanism alone would be classed as "Rube Goldberg stuff" in any American factory, since it requires fifty seven ball bearing joints in the aileron control system alone. The ship is cheap all the way with as few gadgets as possible and a minimum of flight instruments.

The Russian theory seems to be; that in time of war, the life of a combat airplane is not more than fifteen hours. So why build an expensive airplane.

The effectiveness of the ailerons on this ship is very poor. This combined with tip stalling characteristics of the wing and the narrow tread of the landing gear, make this ship a tricky one for inexperienced pilots.

The Russian-built cyclone used in the E-15, while an exact duplicate of the American engine, is very poor in the way of materials. After one hundred flying hours, the engine is in such a condition that overhauling is useless. It can only be broken up for junk.

Russian E-16:

Of this airplane, I know very little. It is a low wing cantilever monoplane, with a retractable landing gear. Powered by a 700 H.P. Russian Cyclone, it is said to do better than three hundred M.P.H., is not very maneuverable but can be flown in diving maneuvers to terminal velocity. Like the E-15, the structure is steel tubing, wood and fabric.

These two ships (E-15 & 16) are the same models which were used so effectively in the Spanish Civil War. And though generally out-numbered, usually defeated the best Italian and German combat planes then in use in Spain.

It is believed that the Russians are building these ships in large quantities and have three or four thousand in flying condition somewhere in Russia.

Gloucester Gladiator:

This ship of British manufacture was used very effectively in the early part of the war. It had the reputation of being very maneuverable at high altitudes. The main fault with this ship was the pneumatic machine gun control which the Chinese did not maintain properly. None of these ships are in service, all having been shot down or cracked up.

CONFIDENTIAL

James K. Nearing 7/26/86

0836

CONFIDENTIAL

BOMBING AND ATTACK

Russian S-B:

Low wing cantilever monoplane, all metal structure. Powered by two Russian built Hispano-Suiza liquid-cooled engines. Twelve cylinder Vee type 600 B.H.P. each. Fixed pitch propellers, retractable landing gear. Top speed about 220 M.P.H. Carries crew of three. About 1500 lbs. bombs and has a cruising range of about 1500 miles.

Ship lands very fast (about 70-80) even though it has flaps. Chinese find it very hard to fly.

Generally, a fairly good airplane, but not good enough. The engines are only good for about eighty flying hours and are then broken up for junk, no attempt being made to overhaul them. (Number in service unknown)

Martin B-10:

Of the original six ships of this model, only one is in service, the others were either destroyed by Japanese bombs while on the ground or by stupidity or carelessness on the part of the Chinese pilots.

This ship could have been very useful to the Air Force, but was "too much airplane" for the Chinese pilots.

The Martin is so well known that I have eliminated any detailed description of the ship.

Vultee Attack Bomber:

This ship is too well known to make a detailed description necessary.

When first flown by Chinese pilots, considerable trouble was experienced in ground looping, resulting in landing gear failures. The landing gear has since been strengthened and a locking device installed on the tail wheel. These improvements make a ground loop almost impossible, thus preventing landing gear failures.

In addition to the above changes, a 1,000 H.P. engine has been installed in these ships, which has greatly increased the performance under all conditions.

Generally, this is a very good airplane, and would be an asset to any air force if used in sufficient numbers. The Chinese like them and seem to have little difficulty in flying them. There are now about twelve to fifteen of these in flying condition.

Curtiss Shrike G.A. Type:

I do not believe that there are any of these ships in service. General opinion is that they are too slow to be of any use.

Bellanca 28-90:

This ship was sold as a combination bomber and attack ship. It was also said to be capable of being used as a two-man pursuit ship.

This is the worst example of American aircraft I have ever seen in a foreign country. It is second only to the Russian ships in cheap construction, and slipshod workmanship.

The ship failed miserably to meet the manufacturers' claims. It is structurally weak, particularly the landing gear which is retractable. Neither will it carry its specified load or attain the speeds claimed. Maneuverability is very poor.

Generally, purely junk. This ship parallels the Bellanca organiza-

CONFIDENTIAL

James K. Nearing 7/26/86

0840

CONFIDENTIAL

Both Dr. Kung and Mr. Soong, as well as their associates, have the reputation of always "getting theirs" in any business deal in which they may be involved. Since the committee has the power to approve or reject all purchases of aeronautical equipment and in view of past episodes, there is reason to believe that there are deals being put over that would not stand the light of an honest investigation, if such were possible in China.

About five months ago, Mr. F. B. Lynch, Chief Adviser to T. V. Soong, suggested to Mr. Soong that the writer be employed as a general aviation representative in the U.S.A. for the Committee on Aeronautical Affairs. My duties would be that of a test pilot, inspector and generally to see that the Chinese were getting just what they were paying for.

To these suggestions Mr. Soong turned a deaf ear, saying somewhat petulantly, "that he, as the head of the Committee, was quite able to determine what they were getting for their money".

Lynch afterwards said to me privately, "I've been trying to get someone appointed to this position for some time but I guess T.V. (meaning Soong) wants no interference. I think he's afraid you know too much".

I have recently learned that Soong did appoint someone to this position, a young Chinese, employed in the Central Bank of China, whose entire aviation experience was gained while riding as a passenger on the airlines.

This Committee is at its best a most inefficient organization. Months are required to accomplish the simplest of business matters. There is at present several tons of airplane and engine parts in Hongkong awaiting shipment to the interior, this cargo having laid around for several months awaiting the order from the Committee to ship it. Needless to say, this equipment is badly needed by the Air Force.

Much useless equipment has been purchased in the past, and the Committee shows no signs of discontinuing the practice.

Generally, the Air Force and its governing body, the Committee, is a very loosely run organization. It is astounding that they continue to exist.

Of the foreigners with the Air Force, only the Russians remain. These Russian units flying their own ships, keep entirely to themselves and are under their own officers. They seem to be well trained, have plenty of "guts". All are very young men and in combat, fight with all they have to the end.

These Russian squadrons are at present stationed near Sianfu, Lanchow and Chengtu. How many men and how many planes, no one knows.

The group of French pilots and mechanics in the Dewoitine squadrons have all been dismissed. They were a sorry lot with not a good pilot or mechanic among them.

There are no Americans or other nationals except the Russians engaged in actual fighting.

The only foreign advisers with the Air Force now are Col. Chenault and a person who calls himself Wing Commander Malley, R.A.F., retired. Colonel Chenault is in charge of the Central Aviation School at Yunnanfu. Just what Commander Malley does is a mystery but mainly his business seems to be that of giving wrong advice.

It seems to be the custom, long established in China, to hire expensive foreign advisers, but to heed none of the advice they give.

CONFIDENTIAL

DECLASSIFIED BY NND740058

James K. Neering 3/26/86

0041

CONFIDENTIAL

CONFIDENTIAL

By auth. of Dept. Cmdr.

Per P. Let. *B*

HEADQUARTERS PHILIPPINE DEPARTMENT,
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE.

In reply refer to:

360 - CHINA

MANILA, P. I.

3-1

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

JUL 26

1939

May 12, 1939

SUBJECT: Report on Chinese Air Force.

TO: Assistant Chief of Staff, G-2
War Department
Washington, D. C.

The attached report was secured by this office from two Americans who are serving with the Chinese Air Force. One is on duty as an Engineering Officer and the other is an instructor in the Advanced Flying School.

Peter Le Toney
PETER LE TONEY
Major, Infantry
Assistant, G-2

1939 JUL -24 PM 3:31

RECEIVED
RECORD SECTION
M.I.D.

#1 *himself*
#2 *to 042*
#3 *to Air Corps*
#4 *in FE*

CONFIDENTIAL

Incl 303

James K. Nearing 3/26/86

0842

4.1 25 1939
JUL 25 1939
2078-155
4
WAR DEPARTMENT

HEADQUARTERS PHILIPPINE DEPARTMENT
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE
Manila, P. I.

May 12, 1939

CHINESE AIR CORPS

Chinese Flying Schools.

The system used in training Chinese pilots is somewhat similar to that in use in the American Army. It has its primary and basic stages, during which most of the eliminations are made, and the advanced stage. Most of the instruction in the primary and basic stages is given by Chinese. American pilots attached to the various schools act mostly as test pilots and in an advisory capacity. The training schedule calls for five months' instruction in each phase.

Selection of Cadets.

At the beginning of the war only college graduates were admitted to the flying schools. Later, in order to get more cadets who were able to pass the physical examination, it was necessary to lower the education standard to include high school graduates.

Primary and Basic Schools.

The cadet is sent to school upon passing the entrance requirements. There he enters upon a course of primary instruction which includes about sixty hours flying time. Thirty hours of this is dual instruction and thirty hours solo flying. In this phase the cadet is taught take-offs, landings, climbs, climbing turns, gliding turns, steep banks and spins. All instruction in this stage is given by Chinese instructors. However, American pilots are observing and checking each cadet during this period and in that manner become fairly familiar with the cadet before he is eliminated or passed on to the next stage.

The basic stage has about seventy hours flying and is a continuation of primary training. In this stage, cross-country and night flying is taught and formation flying is stressed. This phase includes accuracy spins, 360° and 180° overhead approaches, 180° side approaches, lazy eights, cross road eights and chandelles. Instruction during this period is given by Chinese instructors with Americans acting as check pilots.

James L. Nemmy 3/26/86

0843

The Advanced Flying School.

After the primary and basic stages, the cadet is sent to the advanced flying school. Once there he is reasonably safe from elimination as cadets are only eliminated in the advanced stage for cowardice, grave errors or absolute lack of judgment. The cadet is assigned to his course - bombardment, pursuit or observation - and his instruction begins. Chinese instructors give ground instruction and some instruction in bombardment and observation while Americans give all the instruction in pursuit. In addition to instruction given in his particular course, the cadet receives further instruction in all training received in the basic and primary stages. This is to insure greater accuracy. This third phase includes instruction in cross wind landings, slips, acrobatics and special formation flying. Pursuit training calls for seventy hours of flying with instruction in aerial combat, aerial gunnery, air bombing, ground gunnery and different tactics used in combat formations. Americans instruct in air tactics.

Elimination.

The percentage of elimination is much lower than the American instructors desire. However, the Chinese, being at war, want to make military pilots of all cadets and the Americans have had to compromise with them. In spite of this compromise there is a high percentage of elimination with a fairly high standard of efficiency. The system works thusly: The American pilot supervising a group recommends elimination to the American chief test pilot. The test pilot checks the cadet and decides whether to return him to a flying status or recommend elimination. Then if the chief American and chief Chinese test pilots agree on elimination, the student meets the faculty board and is eliminated. In the event they do not agree, the cadet is returned to a flying status for a two hour period after which he is checked by the American test pilot. Should he find elimination desirable, the cadet is then automatically eliminated.

Airplanes used in Training.

The "Fleet" powered with Kinner engines is used in primary training. In basic training North American trainers and Douglas V-T's are used. The Hawk 3 is the standard airplane used for training in pursuit at the advanced school. Other American equipment includes Hawk 2, Hawk 75, North American bombers and Douglas V-T's. Foreign planes include Russian E-15's, Russian biplane pursuits and French Dewoitine interceptors.

James K. Nearing 7/26/86

0844

Attitude and Ability of Pilots.

Chinese cadets have good morale and discipline. Their attitude toward their American instructors is good. They realize the American pilots have the necessary knowledge and they are consequently anxious to learn from them. The Chinese instructors sometimes act as if they were afraid of "losing face" while serving with Americans. They are afraid to admit others know more than they do.

"In my opinion the graduates of the Chinese flying schools are not comparable in any way to graduates of American training schools for several reasons. Firstly: there is not as good elimination of cadets as there should be. The Chinese standard of flying is much lower than the American. Secondly: the environment of the Chinese has not been the sort to fit him for training as an airplane pilot. Thirdly: the Chinese have a very slow reaction in that an airplane can definitely give a certain warning or "feel" to the pilot with a natural aptitude and ability for flying, while to the best of the Chinese pilots this warning is either not realized at all or is not reacted to for several seconds after the time required for a normal American pilot."

Due to the lack of inherent flying ability, the number of pilots turned out by the schools for the Chinese Air Force has been much retarded. The lack of flying ability has resulted in considerable damage to airplanes, usually of a minor nature, caused either in taking-off or landing.

Unless the flying ability of the Chinese pilots improves it will be impossible for them to fly modern high-speed airplanes with tricky landing characteristics without considerable damage to the equipment.

The poor standard of proficiency of Chinese gunnery has been the direct cause of many failures by pursuit pilots to destroy enemy aircraft, even though considerable bravery was displayed.

The Chinese, not being of a disciplined military nature, lack proficiency in co-ordination of aerial activity, in single ship, squadron or group units.

Other Schools for Pilots.

There is a school for enlisted pilots at Chengtu. About 180 men are students there. They will probably never be pilots. Chinese instructors run this school.

James K. Neering 3/26/86

0845

Officers Flying School.

Officers are not detailed from other arms for the purpose of obtaining a pilots' rating. Occasionally a graduate of the advanced school returns for additional training.

American Instructors.

American instructors do not teach in the basic and primary schools. They act as check and test pilots and in a general advisory capacity. Better results could be obtained if they could personally instruct the cadets but this is impossible because there are not enough Americans.

Condition of Equipment.

Approximately 65% of the equipment at the advanced school is under repair. This condition holds true throughout the Air Force. There has been 87 crack-ups at the school during this year. This is not entirely the result of poor piloting - 20% has been the result of poor workmanship in repairing such as in heat welding and other metal work. The trouble is lack of trained men and proper equipment. At the present repair rate it will take two years to repair the 87 planes.

Air Repair Bases.

The Air Corps has twelve repair bases manned entirely by Chinese. They do fairly good work when their equipment and training are taken into consideration.

Air Corps Mechanics School.

The Air Corps Mechanics School is located at Chengtu. At the present time it has an enrollment of 338 men. The course lasts for one year. All instructors are foreign trained Chinese. They use a little of everything in their system of instruction, ideas from the Germans, Russians, French and Americans. In addition to mechanical training, the students study Russian and English technical terms. There are no technical terms in the Chinese language. Consequently, all terms are borrowed, such as generator, dynamo, elevator, etc., from the English.

Air Mechanics.

The mechanics are poorly paid, the maximum salary being \$75.00 (Chinese) per month. Out of this the mechanic

James K. Neering 3/26/86

0846

must buy his clothes, food and lodging. The government furnishes nothing. They have no tools - the few they use they must buy themselves. They are not enlisted and can quit any time. There is practically no discipline or cooperation among them. The Chinese are good at fabric and wood work but know practically nothing about metal work. This is a handicap as most of the present equipment is of metal construction.

Repair Material and Supply.

There is no workable system of requisition of repair material. While the government has millions of dollars worth of American materials stored, it is deteriorating because of lack of proper organization. Headquarters does not know where the stuff is stored or, if they do, they like to hold on to it. It has been difficult to set up a good supply base system because the supply bases are rarely in one place for six months at a time.

Distribution of supplies is bad. "For instance, if we are operating Hawk 75's in Chungking and someone is operating E-15's in Kunming, the chances are that the spare parts for the Hawk would go to Kunming and the parts for the E-15's to Chungking." All transportation between the two points must be by truck and communication is bad.

Communication and Radio.

Radio equipment is being installed rapidly in all air bases by an American named Setter. This will facilitate requisition of supplies. It will eventually be installed at all auxiliary fields and be used in the air raid warning net. This net is working fairly well at present.

Airplanes on Fighting Service.

In active war service, one finds all of the planes used in the schools and many additional types. These include Vultees, Martin 139W, Russian 8-B and Russian four-motor bombers.

The light Russian 8-B is by far the best bomber. However, it has its defects such as low fuel capacity with consequent short range and its need for frequent engine overhaul. It can only fly from 100 to 150 hours before overhaul is necessary. It has a Russian built Hispano-Suiza engine. The planes are fast and efficient.

James L. Neering 7/26/86

0847

Martin bombers are of the long range type. They stand up well but are much too slow. The Hawk 75 is used as long range pursuit. The French Dewoitine is used only in combat near their airdromes. For observer training and for observation Douglas V-t's are in use.

Manufacturing Plants.

There are three airplane manufacturing plants in China. The largest is the Settle Aircraft Manufacturing Company (Pawley) at Lungling on the Burma border. The plant is well equipped. It is supervised and run by Americans. At the present time it is filling an order for 30 Hawk 3's to be used in training. Another plant is near Kunming. It has an order for 100 Russian E-15's, all of the material for which is coming from the United States. The other plant is located about 100 miles west of Chungking. It has an order for 100 E-15's with Wright 54 engines, all of the material to come from the United States. All of these factories are owned or controlled by the Chinese government. The usual method is for the Americans to furnish money to build the plant with the Chinese taking 51% control.

Russian Pilots and Planes.

"About a year ago I came in contact with about 150 Russian pilots at Nanchang and Hankow. They looked like a bunch of plow hands. They were very well disciplined, however, and very conscientious as far as their work was concerned. Although they are very brave and fight well, I don't think much of their training. I do not believe they had had a sufficient amount of training. All the time they were in China - three months - they were kept in a big compound. They were not allowed to go into town at all. They allowed no one to see their planes and consequently the Americans did not allow the Russians to see theirs. During the day they sat continually in their airplanes or stayed within twenty-five feet of them."

The annihilation on the Emperor's birthday in 1938 was carried out by the Russians. The Japanese made a long distance raid on Hankow. In the fighting over that city the Chinese had twenty-seven airplanes; the Japanese thirty-nine. The Japanese ships could only stay at Hankow twenty minutes in order to leave them enough gas to get back to their base. In the fight the Chinese pursuit shot down twelve of the Japanese planes while they

James L. Neering 7/26/86

0848

themselves lost eight planes and three pilots. The other five pilots bailed out. On their way back, the Japanese were intercepted by 50 Russian E-15's. The Russians shot down all but two of the Japanese airplanes.

The Russian planes are constructed for war time combat and are therefore built cheaply. They require more overhauling than American made planes. Americans put too much time and money into the building of their ships.

Head of Air Force.

T. C. Chen, the former head of the Air Force has been imprisoned. General Chow is now the head. It is believed this is a change for the better.

American Salesmen in China.

American airplane salesmen as well as salesmen of other equipment are not observing the ethics of commerce in their dealings with the Chinese Government as is practiced in the United States. Their bad practices in China are causing some of the important Chinese officials to lose confidence in Americans and to question American integrity. Mr. W. D. Pawley of Curtiss Wright is perhaps the greatest offender. He gives bribes to officials who purchase or contract for equipment and has by this method practically controlled all of the business in the past. By giving these bribes he is indirectly responsible for the plight of some of the Chinese officials who are now being relieved of their jobs and confined in jail - notably the recent imprisonment of the former head of the Chinese Air Corps. This situation is not good since the actual truth of the matter is that there is enough business for all if they would only cooperate. Not long ago all representatives of American airplane manufacturers had a meeting in Hong Kong. Its object was to work up an agreement whereby they could better cooperate with the Chinese government and which would eventually enable all of them to get a fair share of business. During the course of the meeting Mr. Pawley made the statement - off record of course - that he would have all of the business or none of it. He flatly refused to cooperate. Since that time A. L. Patterson representing United Aircraft arranged a loan of \$1,500,000.00 through the Shanghai and Hong Kong Banking Corporation to be used for purchase of aircraft and other equipment. Mr. Pawley tried to have this loan cancelled. If this condition continues to exist, it is felt that the Chinese Government will finally refuse to buy any more American Airplane equipment.

James K. Nearing 3/26/86

0850

CONFIDENTIAL

5. Basic source comments that the larger calibre machine guns now used in Russian aircraft have saved the Chinese much trouble in not having to replace them with English or American guns. The firing of the guns has improved and there is much less jamming.

DISTRIBUTION:

3-G2 WD
1-G2 WD, a/mail
1-Comb Int
1-File.

J.T.H. O'Rear
J.T.H. O'REAR
Colonel, General Staff Corps
A.C. of S., G-2

RECEIVED
RECORD SECTION
M.I.D.

1941 FEB - 28 8:40

CONFIDENTIAL

James K. Neering 3/26/86

0852

G-2 Report

DECLASSIFIED

E.O. 11652, Sec. 3(E) and 5(D) or (E)

OSD letter, May 3, 1972

By *MAG* NARS, Date *2/26/74* -1

9700

~~RESTRICTED~~

CHINA (COMBAT)

MAR 1939

OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.

2078-156

MAR

WAR DEPARTMENT,

Subject: Air Military, Training, GeneralNotes on Chinese Aviation

RECEIVED WAR D. C.

MAR 8 1939

1. At present, training in pursuit aviation is going on in Yunnan and Szechuan provinces. The elementary work is done at Kunming, after which student pilots go to Mengtze for more advanced work. From Mengtze selected pilots go to Suifu in Szechuan, where they have their final training before assignment.

2. There are four or five fields around Chungking where a considerable number of pursuit planes are kept. Thirty have been seen at one of these fields, and it is probable that the bulk of available pursuit is in that area.

3. According to Colonel Chenault, it is exceedingly difficult to get any idea of team work into the Chinese pilot's head. Discipline is poor and the American instructors believe it will be a long time before much improvement can be expected.

4. During the first four months of the war a record was kept of losses by crashing and losses incidental to combat. This showed that only 25% of planes lost were brought down by the Japanese, while 75% were crashed in the course of training or routine flying. No record has been kept since, but I believe the ratio of losses has changed very little.

5. Colonel Chenault believes the big lesson for aviation taught by this war is the necessity of supporting bombardment aviation with pursuit. He believes that big fields are still valuable, if other smaller fields are maintained around them to which planes can be moved from the big central field, and from which pursuit can take off to protect the central field.

6. The three outstanding Chinese air successes - two over Hankow last spring, and one over Canton last summer - were fought by Russian personnel exclusively.

*Joseph W. Stilwell*JOSEPH W. STILLWELL
Colonel, Infantry (DOL),
Military Attache

Distribution:

6 MID.

1 File

From: M/A CHINA

Report No. 9715

January 24, 1939

DECLASSIFIED BY NND740058

James K. Neimay 7/26/86

0853

CONFIDENTIAL

HEADQUARTERS PHILIPPINE DEPARTMENT,
OFFICE OF ASSISTANT CHIEF OF STAFF FOR MILITARY INTELLIGENCE.

In reply refer to:

360-Chinese Aviation

CONFIDENTIAL

BY AUTH: CG, HPD

INITIALS: *H.C. McL*

DATE: *21 Aug* July 21, 1939

MANILA, P. I.

July 21, 1939

Subject: Chinese Aviation.

To : Assistant Chief of Staff, G-2, War Department,
Washington, D. C.

1. Attached is report of Lt. Col. Ralph Royce, AC, on
Chinese Aviation. Copies of inclosures No's. 12 to 15 are not
available for duplicate.

Henry C. McClean
HENRY C. McCLEAN,
Lt. Col., G. S. C.,
A. C. of S.,

RECEIVED
RECORDS SECTION
J. I. D.

1939 AUG 17 12:44 PM

CONFIDENTIAL

James K. Neumayr 7/26/86

0055

Inclosures:

1. Blueprint of Japanese compass.
2. Blueprint of Japanese Helmet for Gunners.
3. Blueprint of Japanese Armor for Gunners.
4. Raid on Chinese Aircraft Factory.
5. Attack on Hankow.
6. Attack at Lion Hill.
7. Emperor's Birthday Engagement.
8. Low Attack on Airdrome.
9. Translation of Chinese Report of Japanese Airplane Losses. (Original also with original letter.)
10. Translation of the Casualty of Japanese Air Force in Chinese Territory. "
11. Translation of the Loss of Japanese Planes in China by Type. "
12. Chinese War Poster with translation of inscriptions, with original letter only.
13. Chinese War Poster with translation of inscriptions, with original letter only.
14. Chinese Map of Chengtu, with original letter only.
15. Chinese Map of Szechnan, with original letter only.

DECLASSIFIED BY NND740058

James K. Neimyr 7/26/86

0870

2-1 2078-157
1

RAID ON AIRCRAFT FACTORY

A Chinese Pursuit squadron consisting of nine Gloster Gladiators was on the alert at the airdrome at Shiukwan - the factory site - when information was received of the approach of six enemy bombers from the Hoochow Island base. The Chinese took off before the Japanese arrived (at about 8000 feet), met the enemy and did not allow them to reach their objective. In a running fight, all the bombers were shot down and one Chinese pursuit plane was shot down in flames, but the pilot resorting to his chute was saved.

Incl # 4

James K. Neering 3/26/86

0871

*C-6
2078-157*

ATTACK ON HANKOW.

On May 31, 1938, the Japanese assembled a force for an attack against Hankow and arranged their forces as follows: At 16,000 feet eighteen pursuit - followed by eighteen bombers - followed by eighteen pursuit, all echeloned up. The force rendezvoused and were pursuing a direct course to their objective when, at a point about one hundred miles east thereof, the bombers encountered some broken clouds and turned back. The leading pursuit had not thought the clouds bad enough to stop the mission so continued on their course. The rear pursuit, seeing the bombers turn back, also turned back. The Chinese being informed of the approach of a large force put a large formation in the air and attacked the pursuit when it appeared. Result - Japanese lost 11, Chinese lost 4.

End # 5

James L. Nemmy 7/26/86

0872

ATTACK AT LION HILL.

After the start of the fighting at Shanghai, the operations spread out and finally the Japanese were landing forces on the south bank of the Yangtze River. It was ascertained that quite a large force had been landed and were bivouacked on Lion Hill. The country in general is very flat and Lion Hill is only a few feet higher than the surrounding country. The Generalissimo, not having any other forces available and desiring to stop any advance of the force on Lion Hill, decided to employ his attack squadron against that force.

The crack squadron of the Chinese Air Force at that time was their attack squadron which had been highly trained and newly equipped with American airplanes. The mission was explained to the squadron leader but he was very doubtful as to his ability to find Lion Hill as he did not know that section of the country. Accordingly, it was decided that he would lead the squadron to a railroad junction some ten miles from the objective and put them in a circle while he left and ascertained the exact location of the target, then return to the junction, pick up his squadron and make the attack. Unfortunately the scheme was not followed. The squadron commander led his entire squadron at about three thousand feet right to the objective, circled over it for about fifteen minutes and then spiraled down and attacked with his machine guns only, no bombs being available at the time of the take off. The Japanese troops were prepared for the attack and were all set with their guns aligned. They broke up the Chinese attack and shot down five of the nine planes, damaged several others and killed or wounded some of the gunners.

End # 6

James K. Nearing 3/26/86

0873

*2-1 2078-157*EMPEROR'S BIRTHDAY ENGAGEMENT.

With the approach of the Emperor's Birthday, the American advisers conjectured that the Japanese would make an attack in force against Hankow, and accordingly submitted a plan of defense to the Generalissimo that was ordered put into effect. While the Japanese bombers were located on several airdromes it was thought that the Japanese route would be the straight line from Wuhu to Hankow, Wuhu being the pursuit airdrome. So a plan was made to place one group of pursuit manned by Chinese pilots southeast of the cities and one group of pursuit manned by Russian pilots northeast of the cities. In order to make appearances more inviting and to confuse any Japanese spies that might be in the locality, all the pursuit units were rendezvoused over the cities late in the afternoon and then flown away toward Canton, and a report given out that that city's air defenses were being re-enforced. Following a very circuitous route, the pursuit returned to the airdromes just at dusk avoiding peopled areas as much as possible.

Word was received the next morning of the approach of the Japanese planes and the pursuit units took off and assumed the positions as ordered. Twelve Japanese bombers appeared at 12,000 feet supported by eighteen Japanese pursuit at 16,000 feet. The Chinese pursuit in attempting to stop the bombardment were opposed by the Japanese pursuit and the fight was on. The bombers continued on their course and bombed one of the three cities and the Chinese airdromes and were proceeding homeward when they encountered the Russian manned pursuit. As a result of the conflicts, the Japanese lost all their pursuit and nine bombers and the Chinese lost seven planes.

April 29, 1938.

Incl #7

James K. Neering 3/26/86

0874

*2-1 E-9
2078-157
1*

LOW ATTACK ON AIRDROME

When the Japanese were operating from the airdromes in the vicinity of Shanghai they frequently bombed Nanking and the airdromes in that vicinity. On August 20th, the Chinese pursuit squadron at Chuying airdrome had been back from a mission only a short time when they were surprised by the approach, at 2000 feet altitude, of six three-engine bombers of the Junkers type. The Chinese hurriedly started their motors and eight P-26s took off while the bombs were actually dropping on the airdrome. The squadron leader told me he held his nose down to gain speed and then zoomed to gain altitude. As he did so one of the enemy bombers was directly in his line of sight and he let loose and shot down one enemy bomber before he had been in the air a minute. Inside of three minutes all six of the enemy had been shot down within five miles of the airdrome and one P-26 had a forced landing on the airdrome with a bullet through the engine.

Encl #8

James K. Nearing 3/26/86

0878

2078-107

敵空軍在我境內死亡被俘及行踪不明統計一覽表

航空委員會二科製
二十八年 月 日

項 別	年 月		被 俘 者	死 亡 者	逃 走 者	總 計
	二 十 八 年	一 十 七 年				
	八月	九月	13	177	6	196
	十月	十一月	1	78	9	88
	十二月	一月	5	51		56
	二月	三月	2	21		23
	四月	五月	1	12		13
	六月	七月		10		10
	八月	九月	1	56		57
	十月	十一月	2	38	3	43
	十二月	一月	2	105		107
	二月	三月		67		67
	四月	五月	1	7	6	14
	六月	七月	7	23	6	36
	八月	九月	2	8		10
	十月	十一月	6	37	2	45
	十二月	一月	2	13		15
	二月	三月	1	17		18
	四月	五月		2		2
	六月	七月	2	6		8
	八月	九月		45		45
	十月	十一月	1	13		14
	十二月	一月		7		7
	二月	三月				
	四月	五月				
	六月	七月				
	八月	九月	49	793	32	874

附

記

- 一、調查証實者合計八百七十四名。
- 二、以機種之損失數目推測當有二千一百七十四人。
- 三、判斷敵空軍人員之傷亡總數係按下列之數字推算之(由廿六年八月起至廿八年四月底止)。
1. 重轟炸機每機七人(共計六百五十八人)。
2. 驅逐機每機一人(共計八十九人)。
3. 輕轟炸機偵察機水上機攻擊機每機二人(共計二百九十六人)。
4. 機種不明機(根據其被毀狀況判斷之以双座以上之飛機為多)平均每三人(共計一千一百零四人)。

James K. Neering 7/26/86

0000

2078-127

記	附	總計	機 種 不 明 機	攻 擊 機	水 上 機	驅 逐 機	偵 察 機	輕 轟 炸 機	重 轟 炸 機	機 年 月	
										八 月	十 六 年
一、敵機因飛行失事所損失之機數不在本表計算之列。 二、墜落之敵機或因行方不明者或受重傷後墜落敵陣者或被敵機炸毀者或被敵陸軍重炮毀者故其機種無法查明。 三、本表之調製均有各處文電証實可靠。		64	.		3	6		27	28	八月	十
		69	38				4	25	2	九月	十
		91	75		2	2	2	7	3	十月	十
		6			2			1	3	十一月	十
		8			1	4	1	1	1	十二月	十
		66	61		2	2		1		一月	十
		57	30		2	13	1	9	2	二月	十
		37	25			2	2	8		三月	十
		78	41		3	14	2	6	12	四月	十
		32	10		5	9	1	5	2	五月	十
		20	5		5	9			1	六月	十
		60	44	2		7		4	3	七月	十
		19				17		2		八月	十
		13	5		1		1	2	4	九月	十
		19	10			1		1	7	十月	十
		7				1		1	5	十一月	十
		1	1							十二月	十
		4	1				1	2		一月	十
		22	5		1				16	二月	十
		10	7					1	2	三月	十
		16	10			2	1		3	四月	十
										五月	十
										六月	十
		699	368	2	27	89	16	103	94	計	合

敵機在我境內所損失機種一覽表

航空委員會第三科製
二十八年六月六日

Incl #11

James K. Neimay 3/26/86

0001

*2-1 E 16²
2078-127
1*

MOBILIZATION OF THE WHOLE NATION.

To assault and to kill, to burn and to rob are created for hardship by the enemy to us from north to south.

To fight for China is every son and daughter of China marching on to the war field with 400,000,000 man power, to which added to are the whole national material force.

Numerous and strong are our fighting planes and big guns, matchless are the brave of China Sons and daughters: like the falling mountains and the turning over ocean, they charge and shake the enemy (Japanese) lines.

We Chinese want to revenge, to take back what we have lost and to compute the general account with the Oriental robber, the ruthless Japanese.

-Ind #12¹

DECLASSIFIED BY NND740058

James L. Neering 7/26/86

0882

OVERSIZE DOCUMENT

2078-157, Encl. 17
(1)

HAS BEEN FILMED AT THE END OF THIS ROLL.

James K. Nearing 7/26/86

0883

*Encl 13
2078-107*

1. A simple dug-out for villagers running away from the air attack.
2. A natural dug-out.
3. Anti-air under-ground chamber.
4. How to run away from the attack of the enemy plane.
5. How to run away from the burst of a bomb and the machine gun.
6. How to put the fire out.
7. Don't light up a lamp at night, during the attack of the enemy planes.
8. How to run away from gas.
9. How to help those who are caught with gas.
10. The direction to shoot down with machine-gun by the low flying enemy machine.

We are not afraid of the air attack, if we have the preparation.

Encl #13

DECLASSIFIED BY NND740058

James K. Nemmy 3/26/86

0884

OVERSIZE DOCUMENTS

2078-157, Encls. 19-21

(1)

HAVE BEEN FILMED AT THE END OF THIS ROLL.

James K. Nearing 3/26/86

0885



TREASURY DEPARTMENT

Confidential

WASHINGTON

October 17, 1939

JUL 1 1941

OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.

2078-158

WAR DEPARTMENT *sc*

Colonel E. R. W. McCabe,
Chief of Military Intelligence,
War Department,
Washington, D.C.

Dear Colonel McCabe:

The Treasury Department has
learned from a reliable source that
the Russians have supplied the Chinese
with 150 planes. The Secretary would
appreciate any information you have
that would confirm this news.

Very truly yours,

W. D. Puleston

W. D. Puleston,
Captain, U.S.N., Retired,
Special Adviser to the
Secretary of the Treasury.

DECLASSIFIED BY NND740058

James K. Neimay 7/26/86

0006

G-2/2078-158

October 20, 1939

G-2

JM/RBB

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2078-158

WAR DEPARTMENT

JUL 1 1941

Captain W. D. Puleston,
U. S. Navy, Retired,
Special Adviser to the
Secretary of the Treasury.

Dear Captain Puleston:

The U.S.S.R. commenced supplying the Chinese Central Government with equipment and munitions (including planes) in October 1937.

By March 1938 it is estimated that delivery had been made of some 300 planes of various types.

Since that date, reports indicate that the flow of supplies from Russia has been intermittent, at times ceasing altogether.

Latest information made available to this Division by the Office of Naval Intelligence indicates the recent delivery to China (date not stated) of some 120 planes out of a lot of 200 promised by the U.S.S.R.

Very truly yours,

E. R. W. MCCABE,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

MAILED G/2 W. D. G. S. OCT 21 1939

fk

Incl 506

James K. Nevin 3/26/86

0887

G-2 Report

RESTRICTED

6-1

8330

CHINA (Aviation)

Subject: Who's Who in AviationChou Chih-jou, Major-General,
Chinese Air CorpsMAR 11 1940
2078-159
WAR DEPARTMENT1. When and where born:

Born in Linhai, Chekiang Province, 1898.

RECEIVED G-2 W.D. MAR 11 1940

2. Education:

Graduated in 1922 from the Paoting Military Academy, Hopei Province. Studied aviation abroad 1933-4.

3. Outstanding accomplishments:

Excellent record as an Army officer during the Nationalist Punitive Campaign. Considered an able administrator while serving as president of the Central Aviation School at Chienchiao (Shienchiao), Hangchow. Considered a martinet while commanding Army units. (Note: information concerning him is lacking since hostilities began, probably because of his high position in the Chinese Air Corps).

4. Present post:

Reportedly officer in charge of Chinese Air Administration. Member and Chief Secretary of the National Aviation Construction Association, Chungking.

5. Political views:

Faithful and loyal to the National Government, Chungking.

6. Attitude toward foreigners in general and Americans in particular:

Anti-Japanese of course; being close to Mr. T.V. Soong, he is friendly to both British and American people.

7. Past career:ARMY: After graduating from the Paoting Military Academy, he was sent as an apprentice officer to the 2d Division, and later appointed lieutenant in that division. In 1925 was instructor in Whampoa Military Academy. In 1927 served as chief of staff with rank of colonel in the 21st Division. Transferred to the command of a reserve

From: M/A China

Report No. 9848

January 31, 1940

RESTRICTED

James K. Neering 7/26/86

0000

regiment of the same division. In 1930 was chief of staff with rank of major general of the 11th Division and soon commanded the 33d Brigade, 11th Division. In 1931 was made deputy commander of a division and in the ensuing year was promoted to be its commander with rank of lieutenant general. In 1933 was detailed as deputy commander of the 18th Army Corps.

AIR: In June, 1933 was ordered to make a tour abroad studying aviation. Returned from the trip in the spring of 1934. Was transferred to the Air Corps with rank of colonel. In 1934 was President of the Central Aviation School at Hangchow. Reportedly in charge of China's air administration since the outbreak of the present Sino-Japanese hostilities.

Source: Press and study in this office.

For and in the absence of the Military Attache:



F. P. MUNSON
Capt., F. A.
Assistant Military Attache

Distribution:
6 MID
2 File

DECLASSIFIED BY NND740058

James K. Neering 3/26/86

0890

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION, G-2
WASHINGTON, D. C.

G-2
J M
5 1940
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2078-160
2
WAR DEPARTMENT
dy

March 12, 1940.

MEMORANDUM FOR PUBLIC RELATIONS BRANCH.

Subject: Reply to letter from The Intercontinent Corporation.

Recommend reply in the following sense: The War Department is appreciative of Mr. Pawley's past and present willingness to provide information on aviation in the Far East. With reference to the furnishing by the War Department of technical information, it is understood that this matter was discussed in the office of the Chief of the Air Corps with Mr. L. C. McCarty and that the ability of the Department to comply with Mr. Pawley's request was explored fully at that time.

John Magruder
JOHN MAGRUDER,
Colonel, F. A.,
Chief, Intelligence Branch.

md

REC'D PUB. RELS. ... MAR 13 1940

James K. Nemmy 7/26/86

0891

NOV 5 1940
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2078-160
3
WAR DEPARTMENT
dy

March 12, 1940.

MEMORANDUM FOR CHIEF INTELLIGENCE BRANCH:

Subject: Information to Aircraft
Manufacturers.

Reference attached letter to Mr. Woodring, Mr. L. C. McCarty, Jr., visited G-2 and talked with Colonel Bratton and myself on or about March 5. The subject of restricted and confidential Air Corps engineering data mentioned in next to the last paragraph of Mr. Pawley's letter, was not mentioned by Mr. McCarty.

The Air Corps Liaison Officer has informed me that Mr. McCarty contacted the Office Chief of Air Corps regarding his obtaining certain engineering data. Mr. McCarty was told that this data could only be given companies building airplanes for the Army Air Corps and that in such instances it must be requested through channels by letter.

ecw
E. C. W.

fjb

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0892

G-2/2078-160

NOV 5 1940
OFFICE CHIEF OF STAFF
N.I.L., INTEL. DIV.
2078-160
G-2
WAR DEPARTMENT

MAR 19 1940

The Intercontinent Corporation,
30 Rockefeller Plaza,
New York, N. Y.

Dear Sirs:

In the absence of Mr. Pawley permit me to express to you the War Department's appreciation of his willingness, as stated in his letter of February 28, to provide information on aviation in the Far East.

In the same letter Mr. Pawley spoke of obtaining certain technical information from War Department sources. It is understood that this matter was discussed in the office of the Chief of the Air Corps with Mr. L. C. McCarty and that the ability of the Department to comply with Mr. Pawley's request was explored fully at that time.

Sincerely yours,

(Sgd.) Harry H. Woodring

HARRY H. WOODRING,
Secretary of War.

td

DISPATCHED
MAR. 20 1940
FROM A. G. O.
cd



James K. Nevin 3/26/86

0896

Cylinder Temp. Degrees, F	Maximum, 260 for all		
"	Normal	150-200 for all	
"	Minimum	220 for all	
"	Operating	180-210 for all	
Oil Temperature, Maximum,	85 for all		
"	Normal	65-70 for all	
"	Minimum	40 for all	
	#2	#3	#4
Weight, Empty Kg	4437	4,470	4,813
" for LR Obser-			
vation, normal	7,288	7,642	7,250
" above, Overload	8,458	8,804	8,884
" for LR Bombing			
Normal	7,608	7,954	7,968
" above, overload	8,703	9,056	9,049
Max Speed Knots			
Sea level	178	177	175
1,000 m.	178	184	184.5
2,000 m.	175	188	194
3,000 m.	169.5	186	203.5
Take Off Speed Knots	69	72	67
Run, meters	400	350	300
Landing speed knots	-	66	69
" run Meters	45	450	650
	(use of brakes can shorten run by 100 meters)		
Cruising Speed knots	110	120-130	130-135
Climbs at knots	100	100	110
Descends at knots	120	120 not over	250
Rate of Climb.			
1,000 meters alt.	2.41/96	2.12/105	2.11/109
2,000 " "	9.43/93	6.47/103	6.11/111
3,000 " "	21.50/89	13.42/97.5	10.41/108
Ceiling, meters	6,395	7,480	9,110
Gas capac. ltrs.	3,805	3,805	3,420
Oil " "	320	for all	
Gas Consumption (probably theoretical) per hour (for #4):			
At 1,000 m. Sp 120 Kt Supercharger 0%			140-150 liters
" " Sp 234 Kt " "			297-347 "
" " " " " 30%			257-299 "
" " " " " 40%			245-286 "
" 3,000 M. " 230 " " 0%			278-314 "
" " " " " 50%			225-256 "
" " " " " 60%			212-241 "
Oil Consumption per hour: Endurance of #4 at 3,000 m. @			
140 Kt, @ 2,300 RPM = 17 hours.			
Armament: Three 7.7 mm. machine guns, effective range 200-			
300 meters, accurate within 150 meters. Every			
third ship is equipped with one Oerlikon 20 mm.			
machine gun in in place of one of the 7.7 mm guns.			
Personnel: Five to seven.			
Bombs: 720-860 kilos.			

The #4 is a replica of the SOYOKAZE which on April 9, 1939, flew to Iraq and on March 6, 1940, made a record

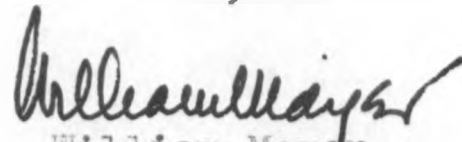
James K. Nerny 3/26/86

0897

trip from Yokohama to Pilau in the Japanese Mandated Islands.

7. Chinese Recapitulation of Japanese Air Activity
in China from Beginning of Hostilities to
February 29, 1940.

Total Number of raids:	9,786
Total Plane-missions:	43,226
Total Bombs Dropped:	142,112
Raids on Cities:	4,955
Plane-missions:	23,848
Bombs Dropped:	54,796
Raids on Lines of Communications:	845
Plane-missions:	6,443
Bombs dropped:	17,016
Raids on Troops:	1,343
Plane-missions:	5,320
Bombs dropped:	29,386
Raids on Air Fields:	900
Plane-missions:	7,625
Bombs dropped:	24,535



William Mayer,
Major Field Artillery,
Military Attache.

Distribution:

One copy each to:

A.C. of S., G-2, War Dep't Washington.
Military Attache, American Embassy, Peking.
File.

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0900

2078-163

War Department
Office of the Chief of Staff

17 JUL 1 1941
October 11, 1940.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2078-163

WAR DEPARTMENT

MEMORANDUM FOR General Miles:

Mr. Morgenthau has requested that we communicate by cable or radio with our people in China for information on Mr. Charles H. Day, recently manager of an airplane assembly plant at Kunming, Yunan Province. He wishes to know how this man is thought of in China as to technical ability and personal integrity. I have talked both with Mr. Hornbeck, State Department, and Mr. Arthur Young, Financial Advisor to the Chinese Government, neither of whom can give Mr. Morgenthau sufficient information.

W.B.S.

W.A. China

James K. Neering 3/26/86

0901

G-2/2078-163

G-2
JM/283OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2078-163

WAR DEPARTMENT

October 11, 1940.

JUL 1 11941

1-1

The Honorable,

The Secretary of the Treasury.

Dear Mr. Secretary:

The following is a summary of the information available to this Division concerning Mr. Charles Healy Day, formerly Technical Adviser, Commission on Aeronautical Affairs, Chinese Government.

Graduated as C.E., Rensselaer Institute, 1906.

Went to California, then to Alaska.

In the automobile business for 1½ years in Los Angeles with Mr. H. C. Brombacher.

Member of the automobile firm of Brown and Day until 1908 or 1909.

Moved to Dansville, N. Y., where he had charge of a small automobile concern called Klink Motor Car Co.

Returned to California in 1910. Designed and built an airplane, flew it and crashed.

Manufactured airplanes in Los Angeles under the name of Day Tractors.

Twice with Glenn Martin between 1910 and 1914.

In 1914 came east and joined Sloan Airplane Company, which grew into the Standard Aircraft and Standard Aero Corporation, of which he was Vice President and Chief Engineer. He designed the Standard J-1 and several other ships built there.

*See called to
China
10-11-40*

RECORD SECTION 68.1

James L. Neering 7/26/86

0903

0-2/2078-163

G-2
JN/BSBOFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2078-163

October 15, 1940

WAR DEPARTMENT
3
RC

The Honorable

The Secretary of the Treasury.

Dear Mr. Secretary:

With reference to your recent request for information concerning Mr. Charles H. Day, the Assistant Military Attache, Chungking, China, reported to me by radiogram this date that from his personal acquaintance with Mr. Day, personal observation of Mr. Day's work, and as the result of investigation and inquiry among informed quarters, he is of the opinion that Mr. Day has great technical ability and is of high personal integrity.

Sincerely,

SHERMAN MILES,
Brigadier General, U. S. Army,
Acting Assistant Chief of Staff, G-2.

td

MAILED G/2 W.D.G.S. OCT 16 1940

RECORD SECTION OCT 1

James H. Neimay 7/26/86

0904

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 1926~~CONFIDENTIAL~~

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM: WAR DEPARTMENT

BUREAU G-2

JM/RSB/td

For the Acting A. C. of S., G-2:

Lt. Colonel, G.S.C.

Executive Officer, G-2.

OFFICE CHIEF OF STAFF
MIL. INTEL DIV.

2078-163

October 11, 1940.

WAR DEPARTMENT

G-2/2078-163

~~SECRET~~

MILATTACHE AMEMBASSY CHUNGKING CHINA No. 690, Sent Oct. 11, 1940 (JTP)

Radio information available as to technical ability and
personal integrity of Charles H. Day, recently Chief Engineer air-
craft factory Kunming.

MILES

CONFIDENTIAL RADIOGRAM

OCT 11 1940

~~SECRET~~~~SECRET~~

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0905

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 1926

RESTRICTED

698
TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

G-2/2078-164

No. 698. Sent Nov. 2, 1940. BFS

MILATTACHE AMEMBASSY CHUNGKING CHINA

Is adviser Donald now in Chungking? If not, where?

MILES

RESTRICTED RADIOGRAM

FROM: WAR DEPARTMENT

BUREAU G-2 JM/td
For the Acting A. C. of S., G-2:
[Signature] Lieut. Colonel, F.A.
Executive Officer, G-2.

November 2, 1940.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2078-164

WAR DEPARTMENT *sc*

JUL 1 1941

RESTRICTED

U. S. GOVERNMENT PRINTING OFFICE

3-9133

DECLASSIFIED BY NND740058

James K. Nevin 7/26/86

0906

EDGAR HOOVER
DIRECTOR

Federal Bureau of Investigation
United States Department of Justice
Washington, D. C.
March 13, 1941

MAR 15 1941

1 *Cur*
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2078-165

WAR DEPARTMENT

PERSONAL AND CONFIDENTIAL
BY SPECIAL MESSENGER

Honorable Adolf A. Berle, Junior
Assistant Secretary of State
Department of State
Washington, D. C.

My dear Mr. Berle:

As of possible interest to you, there is enclosed
a memorandum containing information received at this Bureau
from a strictly confidential source concerning a recent con-
tact between Dr. T. V. Soong, the Governor of the Central
Bank of China, and one Mr. Bixby of the Pan-American Airways,
New York City.

Sincerely yours,

J. E. Hoover

Enclosure

cc - Captain Alan Goodrich Kirk
Director, Naval Intelligence
Navy Department
Washington, D. C. (with enclosure)

cc - Brigadier General Sherman Miles
Assistant Chief of Staff
G-2, War Department
Washington, D. C. (with enclosure)

TD

file
28

REC'D Executive Office G-2 MAR 14 1941

James L. Newmyer 7/26/86

0907

March 13, 1941

MAR 15 1941

OFFICE CHIEF OF STAFF
MAIL ROOM TEL. DIV.

2078-165

WAR DEPARTMENT
*aw*MEMORANDUM

Information has been obtained through a strictly confidential source that Dr. T. V. Soong, the Governor of the Central Bank of China, recently contacted one Mr. Bixby (phonetic) of the Pan-American Airways, New York City, wherein they discussed at some length the range and performance of various types of airplanes.

During this discussion, Dr. Soong, according to the informant, inquired if a DC-3 type of plane could be flown from the United States to Hongkong, China. Mr. Bixby advised that such a flight could be made in one of these planes if it were flown by a route whereby it could be refueled approximately every 800 miles.

Dr. Soong further inquired about the purchase price of certain planes, which Bixby stated sold new for \$350,000.00 each.

Mr. Bixby, according to the informant, suggested to Dr. Soong that he, Soong, contact Howard Hughes of the Howard Hughes Company, Los Angeles, California, as he was of the opinion that Soong might be interested in some planes Hughes now has in stock.

RECEIVED MAR 14 1941

DECLASSIFIED BY MND740058

James K. Neering 3/26/86

0908

1 September 1944

2078-165

Pulled, to be retained in Administrative Records Branch MIS
until such time as unrecorded documents contained therein are
recorded.

BPM

DECLASSIFIED BY NND740058

James K. Neering 3/26/86

0909

2078-165

called 9 — 1943 for transfer to the Decimal
File System. See Record Card for new numbers.

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0910

1 September 1944

2078-166

Pulled, to be retained in Administrative Records Branch MIS
until such time as unrecorded documents contained therein are
recorded.

BPM

DECLASSIFIED BY NND740058

James K. Neering 3/26/86

0911

2078-166

ruled 9 — 1943 for transfer to the Decimal
File System. See Record Card for new numbers.

over

Continue File

DECLASSIFIED BY NND740058

James K. Neering 7/26/86

0912

Oversize Document

2078-95/82, encl. 1

DECLASSIFIED BY NND740058

James L. Neering 7/26/86

0915

Oversize Document

2078-95/83, encl. 1

DECLASSIFIED BY NND740058

James K. Nearing 7/26/86

0917

Oversize Document

2078-95/86, encl. 1

DECLASSIFIED BY MND740058

James K. Neuman 3/26/86

0919

Oversize Document

2078-127/1, encl. 1

DECLASSIFIED BY MND740058

James K. Neumayr 7/26/86

0922

Oversize Document

2078-142/2, encl. 1

DECLASSIFIED BY NND740058

James L. Nearing 3/26/86

0925

Oversize Document

2078-157/1, encls. 17, 19, 20, 21