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IB - 311/63  
 12 November 1963  
 Copy 6 of 7

MEMORANDUM FOR: Chief, Military-Economic Division, ORR

25X1 ATTENTION :

THROUGH : Chief, Requirements Branch, Reconnaissance Group, CGS

FROM : Chief, CIA/PID (NPIC)

SUBJECT : Peiping Airframe Plant and Possible Design Center

REFERENCE : (1) Requirement No. C-RR3-80,355  
 (2) Project No. C 929-63

1. In accordance with the above request, a study of  photography was made to determine growth and activity level of the subject industrial facility, located at Nan-yuan Airfield (39 47 32N - 116 23 08E) Peiping, China. 25

2. During the course of the investigation, it was noted that previous investigators had classified this complex as an aircraft repair station. This position is supported by the presence of several different types of aircraft including bombers, fighters and transports. Repair stations typically have different types of airplanes present, as opposed to a manufacturing plant which customarily makes or assembles only one type.

25X1 3.  a plant expansion has taken place of such large extent, that it seems unlikely that activities are limited to repair. The roof area has increased from 863,965 square feet to 2,299,880 square feet. The increase in floor space is even greater since many of the new buildings are multi-story.

4. Much of the new construction is of a design which is administrative in appearance. It is possible some of these newer buildings house design facilities or engineering offices. Small scale experimental facilities could also be present but are, of course, not detectable on the photography.

5. Approximately 11 nm to the west of the Nan-yuan Airfield, is located the Peiping Rocket Engine Test Facility. First observed on  when under construction, it has since grown concurrently with the Nan-yuan facility. This simultaneous growth could indicate a connection between the two operations, however no direct road or railway connections are evident to form a physical link between the two sites. However, a sod strip at the rocket engine test facility does allow for liaison by air. 25

Declassification Review by  
 NGA/DoD  25

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6. No engine test facility was observed, although this testing could be accomplished in any one of several small structures which could be converted to a through type test cell. Engine testing could also be performed when mounted in the aircraft. Blast patterns are evident on the south end of the runway on the ready apron.

7. Evidence of a wind tunnel could not be found, although it would be possible to house a small one in several of the buildings.

25X1 8. Building #5 (See line drawing) is a final assembly building which was present in 1959. It measures 600' x 460'. Building #4 is the most recently constructed structure, having been erected since [redacted] 25  
[redacted] There is a possibility this is also a final assembly unit due to its design, and location on the flight line.

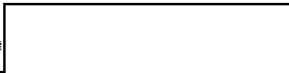
9. Building #37 is the tallest building in the complex by far, and estimated 100' in height. It is a windowless unit of unknown purpose. Buildings of this description are not required for the assembly or manufacture of aircraft.

10. The level of activity at this plant appears low. No smoke is evident from the powerhouse Building (#17). The staining on the roof of Building #12 caused by painting or anodizing, does not appear to be greater or darker than in 1959 coverage. On the other hand, the large housing area to the east of the factory complex indicates that large numbers of personnel are required for activities of the plant.

25X1 11. The following table is the Key to the line drawings which are based on [redacted] The red overlay represents 1959 status; the bottom plate is present configuration.

<u>BUILDING NO.</u>	<u>DESCRIPTION</u>	<u>ROOF AREA Sq. Ft.</u>
1	Hangar	23,800
2	Hangar	23,800
3	Administration	11,250
4	Multi-Story Possible Final Assembly	99,425
5	Final Assembly	276,000
6	Machine Shop	116,850
7	Storage	29,750
8	Storage	35,200
9	Storage	15,300
10	Administrative	17,000

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<u>BUILDING NO.</u>	<u>DESCRIPTION</u>	<u>ROOF AREA Sq. Ft.</u>
11	Multi-Story Administration	31,300
12	Sub-Assembly	187,250
13	Hangar	32,400
14	Machine Shop	43,750
15	U/I Building	13,340
16	U/I Building	30,450
17	Power Plant	11,960
18	Machine Shop	30,000
19	Sub-Assembly	206,225
20	Sub-Assembly	206,225
21	Storage	21,450
22	Storage	24,200
23	Storage	19,440
24	Storage	15,725
25	Storage	39,200
26	Garage	49,500
27	Machine Shop	14,000
28	Storage	21,450
29	Sub-Assembly	113,400
30	U/I Building	27,950
31	U/I Building	44,000
32	Machine Shop	34,000
33	Storage	10,500
34	Garage	21,850
35	Storage	39,200
36	Machine Shop	21,600
37	Unidentified Multi-Story	25,450
38	Multi-Story Administration	25,200
39-44	Multi-Story Administration-Engineering	148,000 Total
45	Multi-Story Administration-Engineering	30,000
46-50	Multi-Story Administration-Engineering	100,000
51	Administration	12,500
TOTAL		2,299,880

12. Summary - Aircraft repair is no longer the principal function of this installation. It is now probably an airframe manufacturing complex, with an associated center for design of aircraft.

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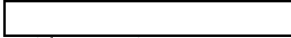

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14. Map References

ATC 200 SO 381-1AL  
WAC 381

15. The analyst assigned to this project was  who may be contacted on extension  should any questions arise concerning this report. This project is considered to be complete.

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ENCLOSURES:

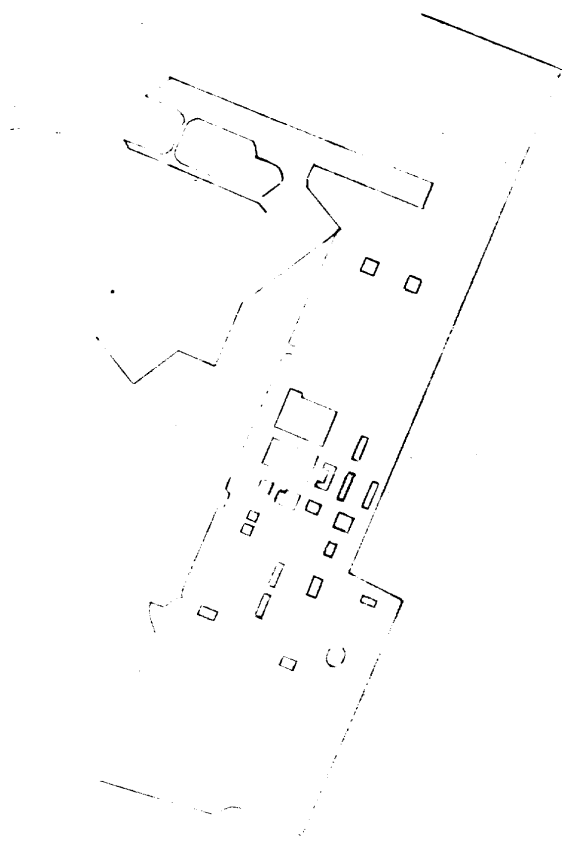
- 3 Annotated Photo Enlargements  
(CIA/PID/IB-P-696, P-698, and P-699/63)
- 1 Line Drawing with overlay  
(CIA/PID/IB-P-697/63)



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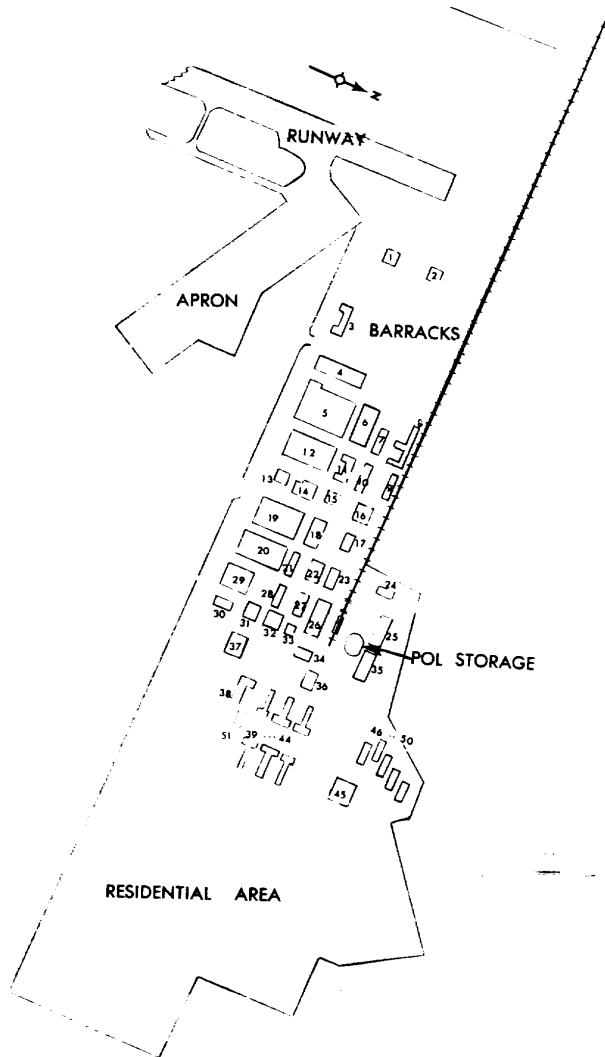


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