SECRET

GP/I - 175
13 April 1956

PHOTO INTELLIGENCE MEMORANDUM

RUSSIAN AERIAL TORPEDO DIMENSIONS

This report presents the results of a series of size determinations done on a USSR Aerial Torpedo imaged in a group of unidentified photos submitted to this office by RR/TM.

Several methods of analysis were used as a means of cross checking findings. These methods were as follows:

1. A simple measurement based on the assumed height of people imaged in the photography, coupled with an arbitrary allowance for image foreshortening.

2. Analysis based on the determination of aircraft and torpedo orientation achieved by establishing the mathematical relationships of cowl height to width coupled with graphic analysis.

3. Establishment of perspective vanishing points and subsequent extensions to establish a plane of measurement.

4. Iconographic study of a true scale model of the imaged aircraft and measurement therefrom.

All of the above listed methods yielded answers that agreed with each other to within approximately plus or minus 3%.

Torpedo diameter is determined to be 18".

Torpedo length is determined to be 18'6".

The above dimensions were given to the requester. This memorandum is for record only.



SECRET

GP/I 177

72.172

# MAPS

ROADS OF SOUTHEAST CHINA

FROM CANTON TO HANG-CHOU

S-E-C-R-E-T
NOFORN
CONTINUED CONTROL

LA

# PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

## MILITARY ACTIVITY IN KAN-HSIEN AREA, CHINA

GP/I - 178

3 May 1956



CENTRAL INTELLIGENCE AGENCY
Office of Research and Reports

S-E-C-R-E-T
NOFORN
CONTINUED CONTROL

# PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

## MILITARY ACTIVITY IN KAN-HSIEN AREA, CHINA

25X1

A study of [redacted] aerial photography reveals considerable new construction activity in the military camps in the immediate vicinity of Kan-Hsien, China (25°52'N, 114°51'E) (Figures 1 & 3). A comparison with earlier photography (October 1954) also shows that the city is becoming more important as a transportation center as evidenced by new motor vehicle servicing facilities and several new bridges being constructed across the Kung and Chang Rivers, which join to form the Kan River just north of the city (Figures 2 & 3).

Military Camps - Eight small scattered military camps, with a total area of approximately 0.64 square miles, are located within a 1¼ mile radius of the center of Kan-Hsien. The most extensive, and also, the newest groups of military buildings are located along the western edge of the city within the area bounded by the pronounced curve in the Chang River just before it joins the Kung River. An older military area is located immediately south of the city. A few new buildings have also been added to this older area since October 1954.

25X1

A total of approximately 300 buildings, ranging in size from small storage sheds (25' x 20') to large, multistoried, administrative-type buildings [redacted]

25X1

[redacted] was tabulated as belonging to the military complexes around Kan-Hsien. Of this total approximately 70 of the buildings were constructed since October

1954. A conservative estimate of the total plan area for all military buildings in the Kan-Hsien area would amount to about 1,000,000 square feet, of which approximately 260,000 square feet have been constructed since October 1954. A very large proportion of these new buildings were the common, single-story rectangular barracks or warehouse type. The remaining newly constructed buildings were vehicle maintenance buildings, support buildings, irregular-shaped administrative buildings, etc. The scattered areas of new military buildings are shown on Figure 2.

These military establishments around Kan-Hsien are probably for supply support and security purposes rather than for training purposes. No extensive infantry or artillery training grounds were detected associated with these military camps. Also, no defenses were observed.

Transportation - Road and bridge improvements shown on recent photography will soon make Kan-Hsien accessible by motor vehicles from nearly all directions (Figure 2). In October 1954 one pontoon bridge (A) and one ferry crossing (B) provided access to the east across the Kung River. Another pontoon bridge (C) crossed the Chang River to the southwest, providing access to the abandoned Kan-Chou airfield (Figure 3). The city was accessible from the northwest by one ferry crossing (E) and one pontoon bridge across the Chang River (F).

In the January 1956 photography, three new bridges were under construction. One of these bridges will be a pontoon bridge (D), whereas, the other two bridges will be permanent high-level structures

(B and E) with much greater traffic capacity than any of the pontoon bridges.

The pontoon bridge at A has been relocated about 260 feet upstream. The bridge at B was under construction in October 1954, and the most recent photography revealed that very little progress in construction had been made during the intervening period. Although piers had already been installed in the earlier photography, evidently, priority for its completion must have changed. Instead, a temporary pontoon bridge was placed across the Chang River at E (formerly a ferry crossing), and construction of a major permanent high level structure started. In January 1956 this bridge with a roadbed approximately 35 feet wide was between one-third and one-half completed.

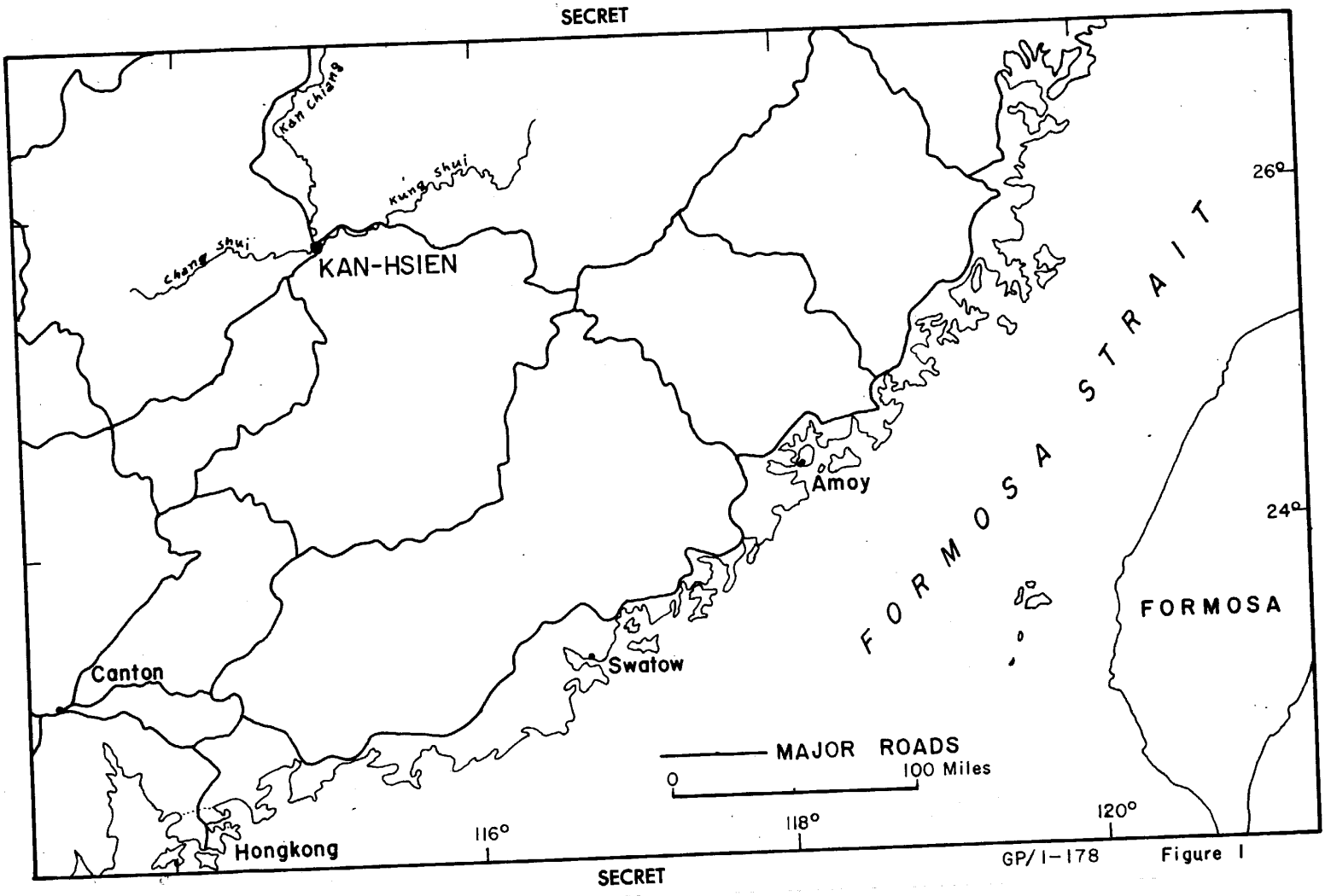
Recent photography shows a new pontoon bridge being installed parallel to the older pontoon bridge at F. Since there are no major highways on the north bank of the river at this point, it is suspected that this new pontoon bridge will simply replace the older bridge, which appears to be in need of repairs, rather than add to the capacity of this crossing.

The new pontoon bridge at D is about two-thirds completed. New approaches and new roads in the vicinity indicate that this bridge may be intended as an alternate route, or actual short-cut, to the highway leading to Shang-Yu west of Kan-Hsien.

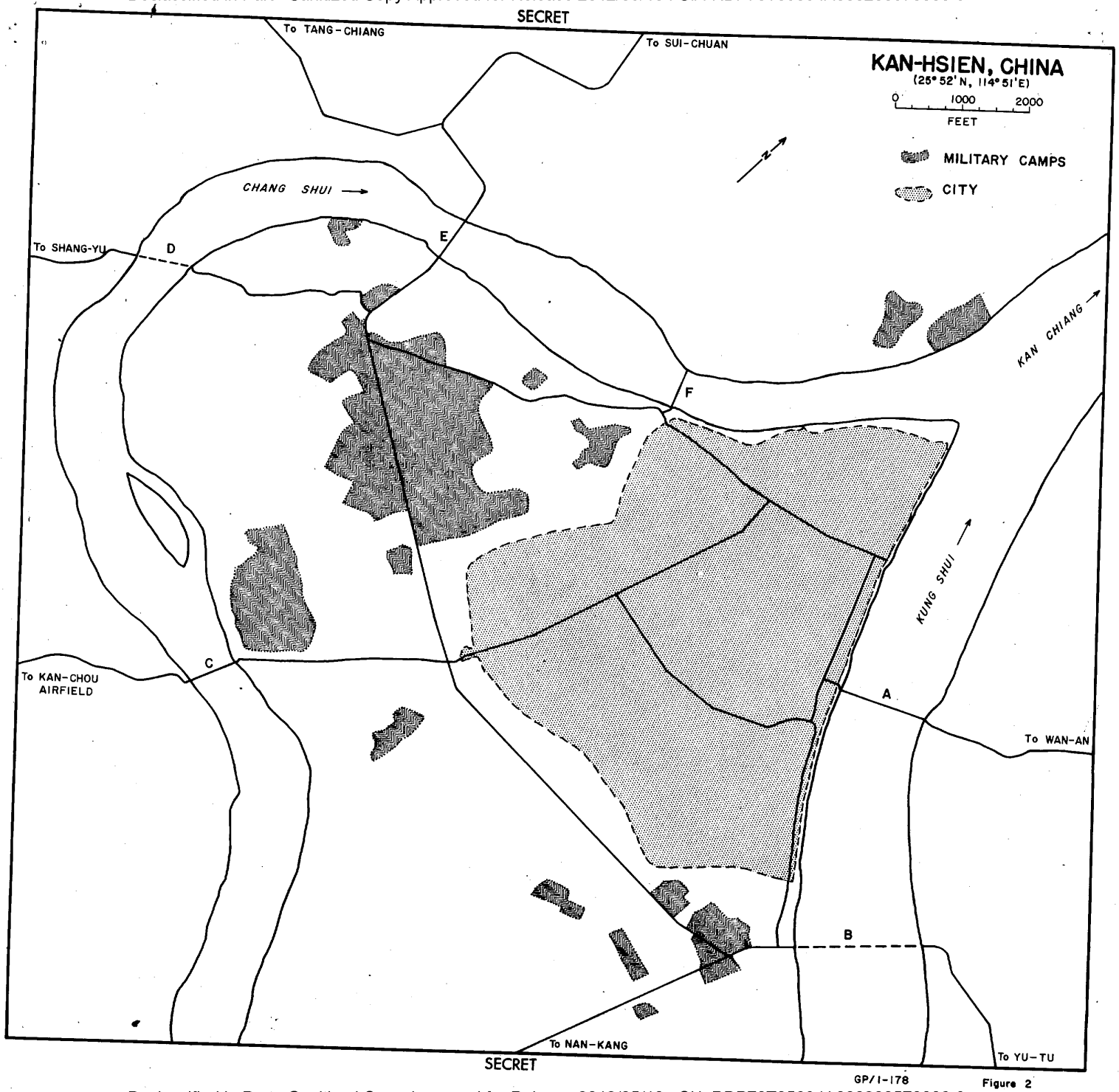
The improved accessibility of Kan-Hsien by highway should increase its importance as a transportation center. The existence of a motor pool near the south end of town, and the establishment of what appears to be new motor vehicle repair shops adjacent to the barracks area west of town, would also indicate an increased interest in motor vehicular traffic through this area.

Considerable river traffic has been noticed on both the Chang and the the Kung Rivers. Open storage yards along the river banks indicate that Kan-Hsien may be an important trans-shipping point.

No new activity was observed at the abandoned Kan-Chou airfield, about 1½ miles southwest of Kan-Hsien.




GP/1-178 Figure 1




GP/1-178

Figure 2

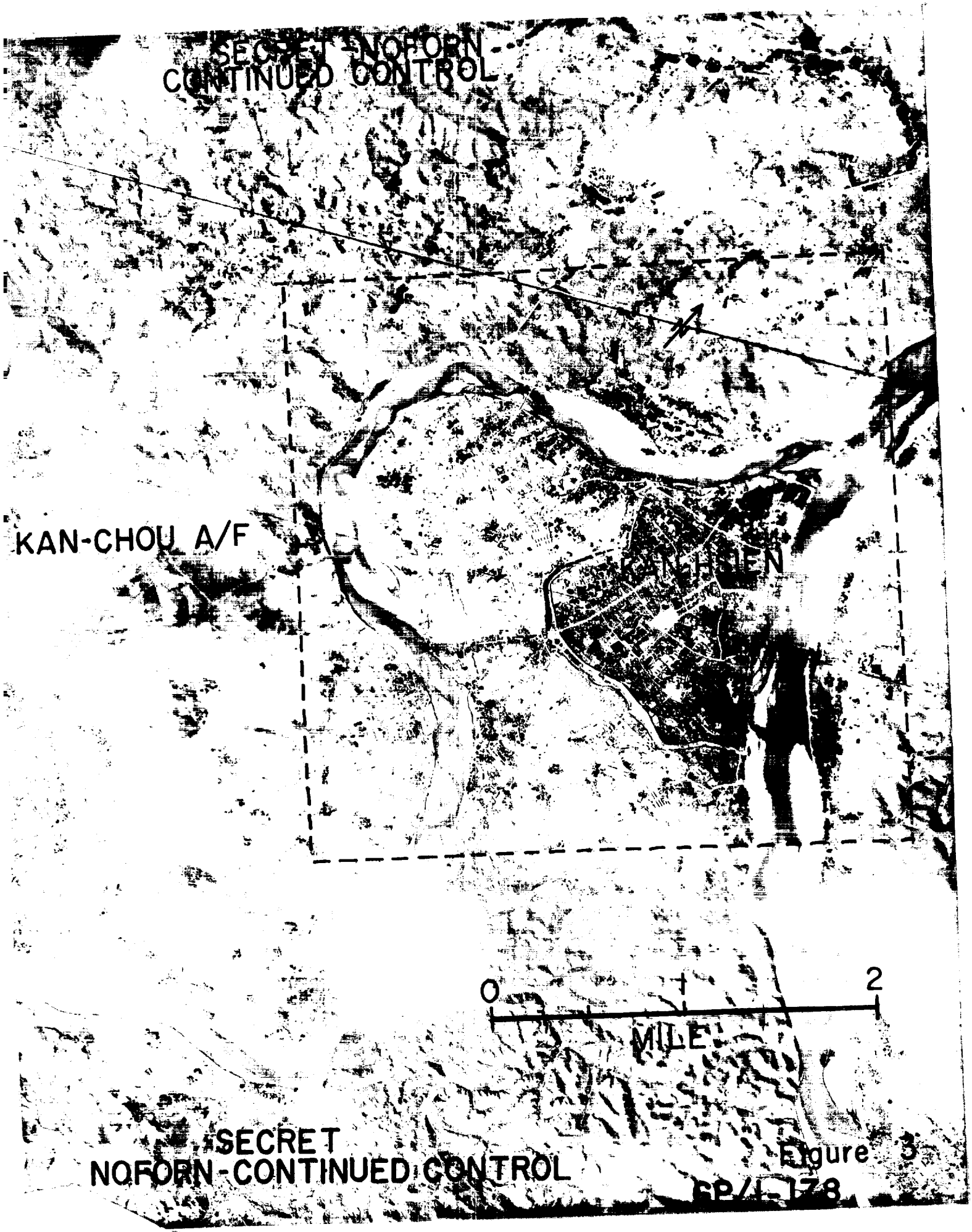



Figure 3
GP/I-178

SECRET

# PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

## ORLICAN AIRCRAFT PLANT, CHOCEN, CZECHOSLOVAKIA

GP/I - 179

26 April 1956





CENTRAL INTELLIGENCE AGENCY
Office of Research and Reports

SECRET

SECRET

OP/I - 179
26 April 1956

PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

GBLICAN AIRCRAFT PLANT, CHOCEN, CZECHOSLOVAKIA

This report has been prepared from information obtained from six

25X1 photos taken [redacted] d nine

25X1 photos taken [redacted]

25X1 [redacted] Available maps (AMS series M671, sheet T-10, 1:100,000 and German map #4056, 1:75,000) were of little value in the preparation of the report.

25X1 [redacted]

Figure 1 is an approximate layout of the plant showing the general relationship of the buildings. The layout is not drawn to scale.

A description of the buildings follows: All building heights are measured to the eaves.

Building #1 - Probably single story; gable roof; 280'X80'X 25' high.

Building #2 - Single story building; large central bay with curved roof and transverse skylights; 2 side bays with shed roofs; center

25X1 bay [redacted] high, side bays each [redacted] high, Total

25X1 dimensions 490'X 280'.

SECRET

Building #3 - Multi-story building; flat roof with raised center portion; 50'X?'X40' high.

Building #4 - Probably single story; flat roof; [redacted] high.

25X1

Building #5 - Single story building; flat roof; [redacted] high.

25X1

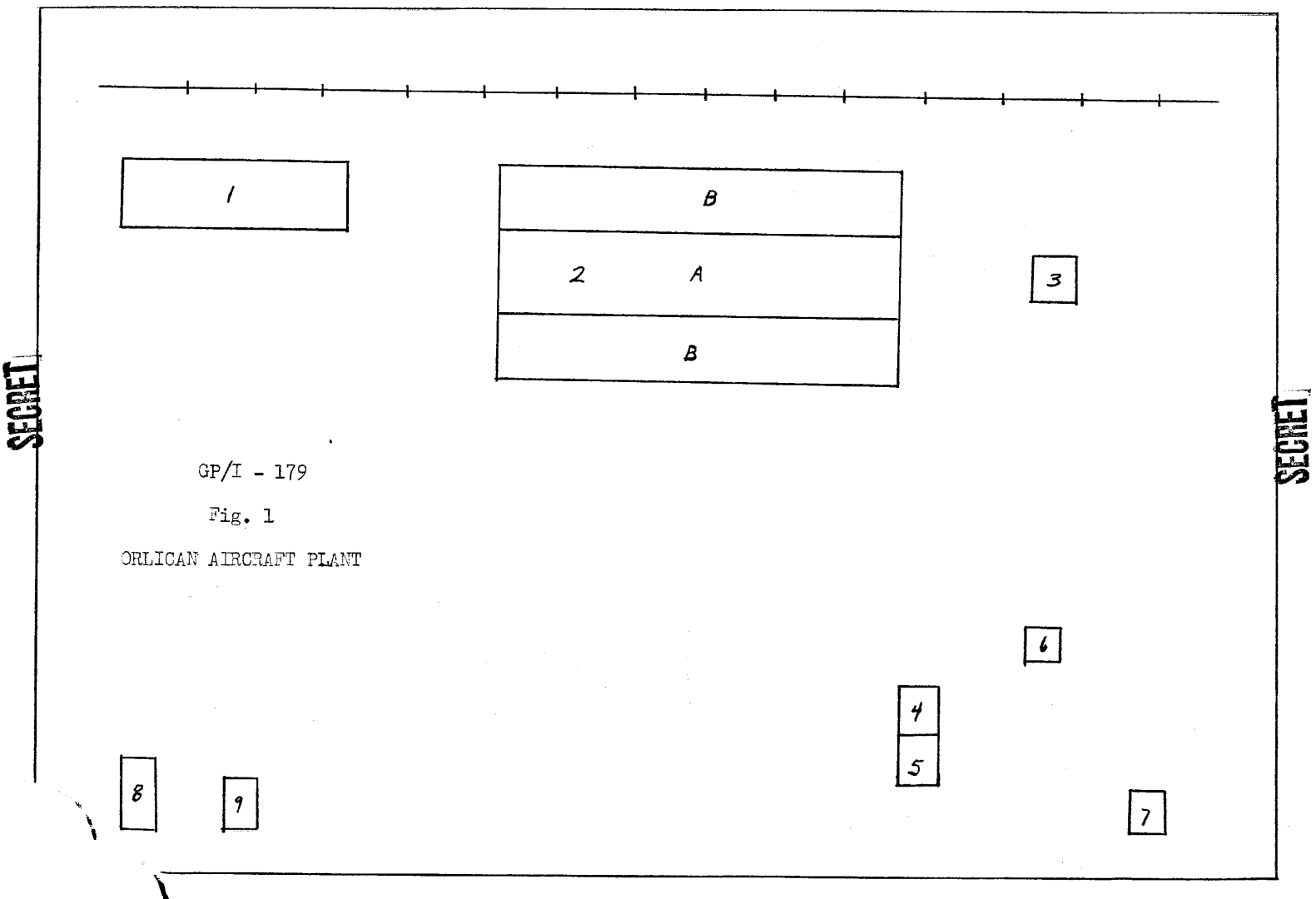
Building #6 - Probably single story; gable roof; [redacted] high.

25X1

Building # 7- Two story building; gable roof; [redacted] high.

Building #8 - Single story building; gable roof; 90'X40'X10' high.

Building #9 - Single story building; gable roof; 70'X40'X10' high.



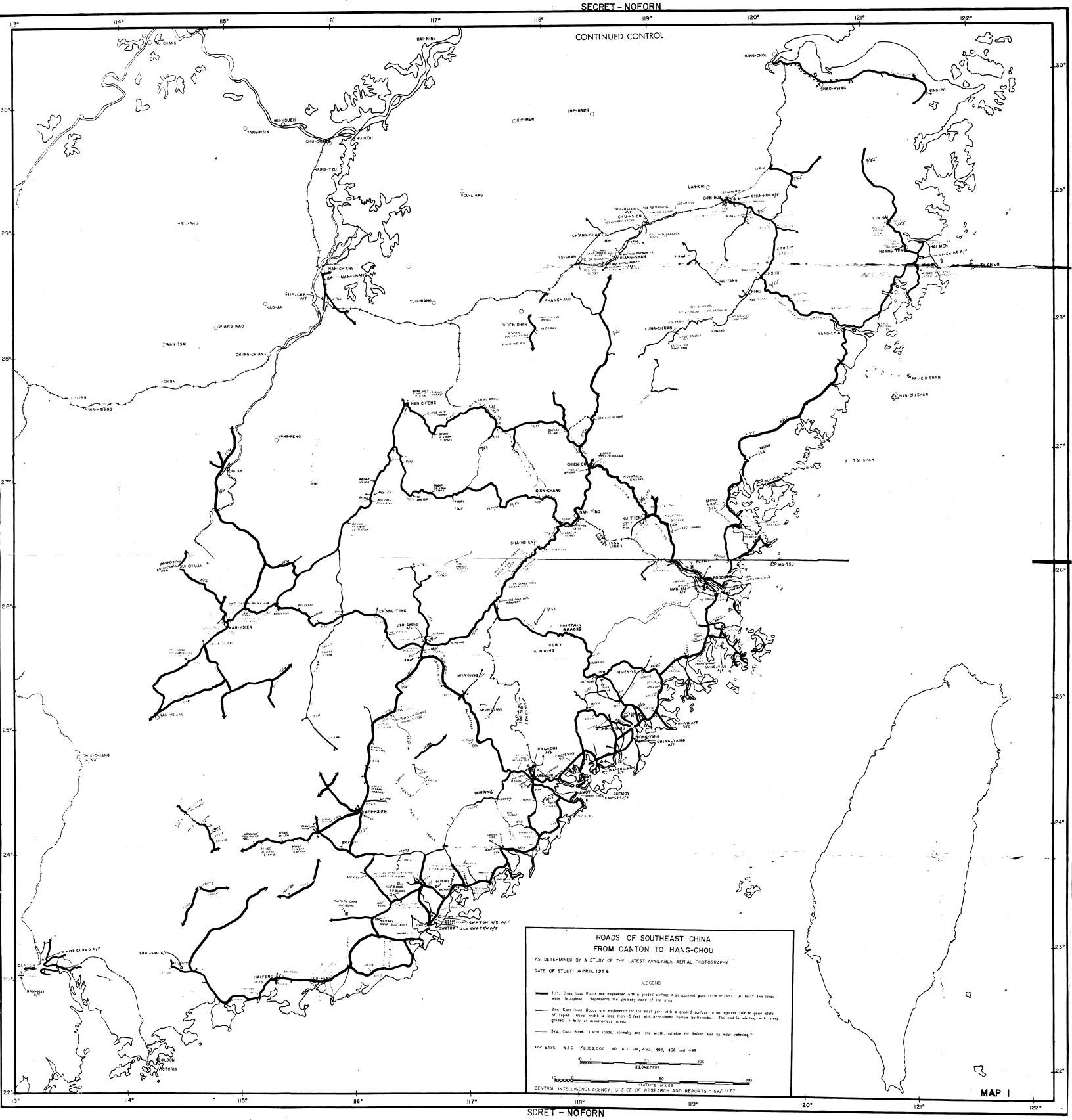

GP/I - 179

Fig. 1

ORLICAN AIRCRAFT PLANT

SECRET – NOFORN

CONTINUED CONTROL




SCRET – NOFORN

CCITINUED CONTROL

S1V951