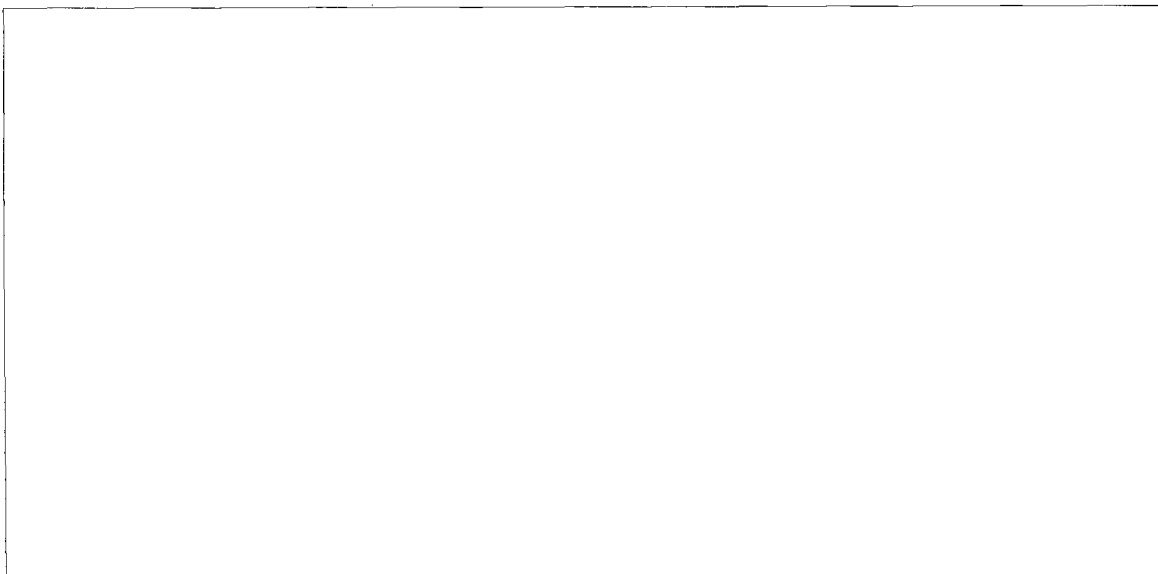


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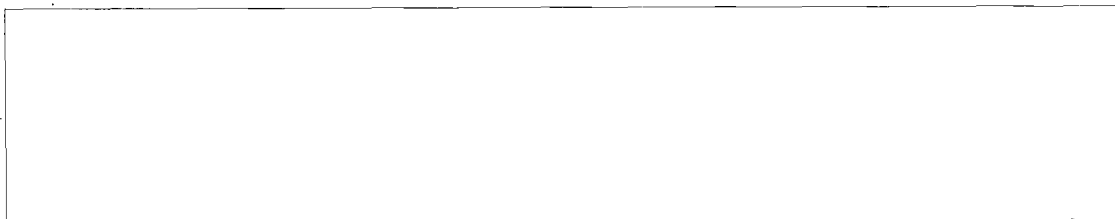
SECTION 2 (EASTERN)



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- 2. CHINA. Communist air activity increases: Analysis of Chinese Communist messages reveals that flights during the period 26 November to 2 December averaged 605 a day, or higher than any week since 22 to 28 October, when an all-time high of 673 flights a day were recorded. Jet fighters accounted for 55 percent of the recent activity. (SUEDE Air Force Roundup 257, 2115Z, 11 Dec 51)

Comment: These flight reports include the activity of transports and trainers as well as combat aircraft. UN sightings confirm a substantial increase in enemy fighter activity over Korea in this period.



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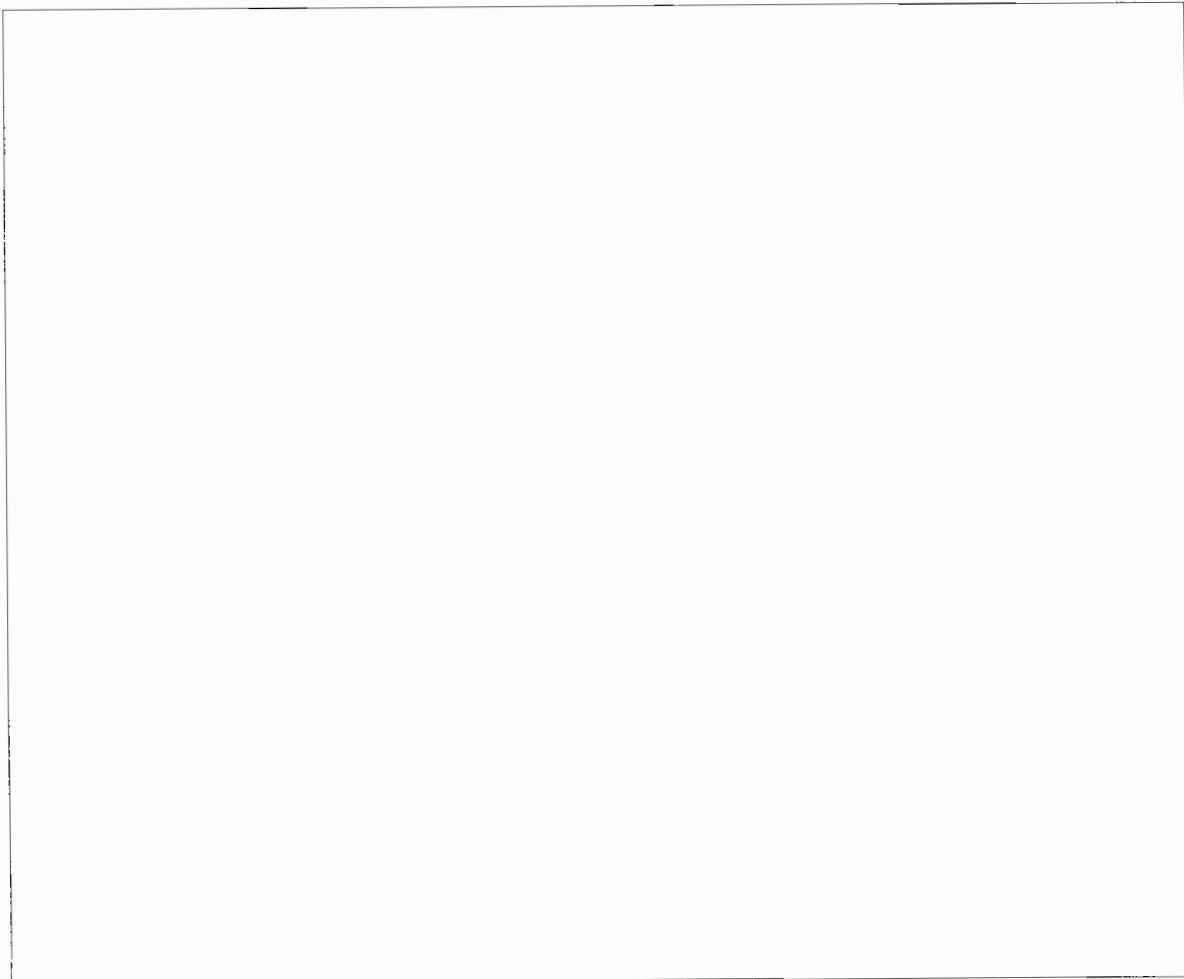
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10. KOREA. Recent message suggests Chinese Communist unit movement into Korea: A fragmentary 8 December Chinese Communist message stated that "at 0600 hours we arrived safely at Hui-chon without loss or casualties. We stayed for one day at the waiting camouflaged area before boarding the vehicles to continue our journey forward in the afternoon. Has the second echelon . . . arrived at their position?" (SUEDE AS CM IN 59882, 10 Dec 51)

Comment: The "Hui-chon" referred to in this text may be Huich'on, on the very important supply and movement route from Manpojin on the Manchurian border to Sinanju in northwestern Korea. The size and

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composition of the unit originating this message is not known; it is possible that it could be a body of replacements. It is clear from the text, however, that movement was by truck and was conducted at night.

11. Chinese Communist engineer units are in Korea: A 3 December Chinese Communist ground forces message mentioned the 1st Battalion of the 1st Engineer Regiment. An earlier message of 26 November mentioned the "14th engineer regiment." (SUEDE AS CM IN 57883 and 59114, 3 and 7 Dec 51)

Comment: Normally, an engineer regiment in the Chinese Communist Army would be organic to an army group and presumably would bear the same numerical designation. This, however, is the initial identification through communications intelligence of a numbered engineer unit, and it is noteworthy that neither a 1st nor a 14th Chinese Communist Army Group are identified in Korea. In April 1951 a Chinese "8th Engineer Division, 4th Field Army" was reported in Korea. Reportedly subordinate to this unit were the 4th, 5th, 6th, and 7th Engineer Regiments.

The presence of independent engineer units in Korea may indicate, among other things, the construction of permanent fortifications in North Korean rear areas.

12. North Korean jet unit indicated by recent message: A 9 December Chinese Communist air message from Antung reported that "the Korean MIG-15 training flight began at 1400." Previously noted indirect references to Korean jet activity lend credence to the existence of a North Korean jet unit. (SUEDE Air Force Roundup 257, 2115Z, 11 Dec 51)

Comment: This development is not surprising in the light of the considerable Chinese Communist jet training program and the existence of sizable Chinese jet units. The North Korean Air Force, based on fields both in Manchuria and in Korea, is currently estimated to be training and carrying out limited operations with some 110 conventional fighters and ground attack aircraft.

13. North Koreans forced to use extremely circuitous rout to supply northeastern Korea: A 10 December message from the North Korean Cabinet Minister of Railways in Pyongyang to a Vice-Minister in Hamhung reports that ". . . 5,000 suits were supplied at Manpo and 5,760 suits were shipped from Antung via the northeast on 2 December. . . . You should arrange things to receive them at Namyang (near Chongjin in northeastern Korea). . . ." (SUEDE AS CM IN 60019, 11 Dec 51)

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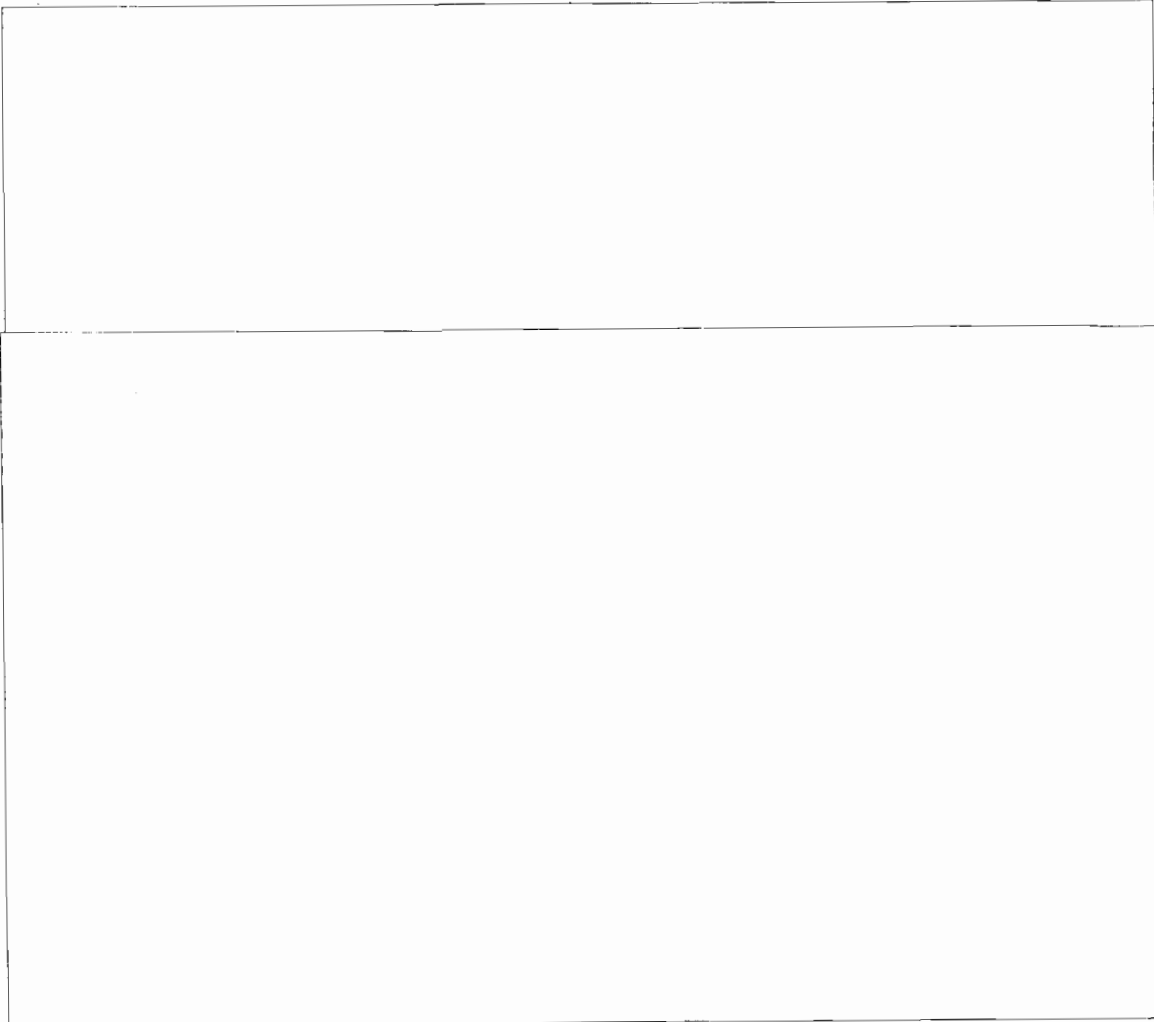
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Comment: The circuitousness of this route attests to the considerable value of the UN's interdiction program against Communist lines of communications. A shipment originating in these western Korean border towns would normally go south almost to Pyongyang, east to Hamhung, and then northeast along the coastal rail line. The route suggested by this message would involve a movement deep into Manchuria, north to Kirin, east to the Korean border town of Tumen near Vladivostok, and thence south on the coastal rail line to its destination.



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