

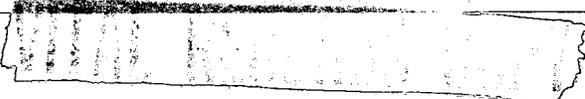
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PHOTOGRAPHIC INTELLIGENCE REPORT



POSSIBLE FIREBAR MODIFICATION
NOVOSIBIRSK, USSR

Declass Review by NIMA/ DOD



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CIA/PIR 67183



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DATE JANUARY 1966

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PAGES 7

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April 1966

CIA IMAGERY ANALYSIS DIVISION

ERRATUM FOR CIA/PIR-67183

The attached pages are replacements for pages 1-4 and Figure 3 of the original report. The original pages 1-4 and Figure 3 should be destroyed.

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POSSIBLE FIREBAR MODIFICATION

NOVOSIBIRSK, USSR

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CIA IMAGERY ANALYSIS DIVISION

POSSIBLE FIREBAR MODIFICATION
NOVOSIBIRSK, USSR

Novosibirsk Airfield NE and Airframe Plant No. 153 are located at the NE edge of Novosibirsk (55 00N-82 56E). A total of 26 FIREBAR and one probable FIREBAR were observed on the photography of [redacted] Figure 1 and 2). Other aircraft observed were one BEAGLE, one CAMP, 2 CAB, one COLT, one MIDGET, 2 small unidentified straight wing and 6 unidentified possible aircraft in the test area.

Measurements were made of 6 of the FIREBAR that were considered to have the best definition for mensuration. The measurements for the 6 FIREBAR are as shown in the following table:

*FIREBAR annotation

Fuselage length

Fuselage diameter

Wingspan

Engine nacelle length

*See Figures 1 and 3

The measurements of the 6 selected aircraft are also shown in Figure 3 as a comparison with the dimensions of the FIREBAR obtained from the Sino-Soviet Bloc Aircraft Technical Characteristics and Performance Handbook and the Foreign Technology Division Drawing number 63 E 1011, FIREBAR "B". The comparison shows that all the dimensions derived from the photography closely parallel those given in the Performance Handbook and the drawing. The measurements from photography, of the engine nacelle lengths, exceeds those shown on the drawing by an average [redacted]. These measurements, by themselves, would indicate that the nacelles may have been lengthened slightly; however, it should be noted that the measurements from photography of the fuselage length and wingspan were also reading slightly higher than the Performance Handbook measurements. These measurements would therefore indicate that the engine nacelles probably have not been lengthened on at least these 6 aircraft. The photography is good quality stereo; however, scale, halation and shadows are such that no attempt was made to measure the diameter of the engine nacelles.

Novosibirsk Airframe Plant Chkalov No. 153 (Figure 2) is annotated as follows:

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1. Repair hangar (with an addition under construction)
2. Workshop
3. Hangar
4. Workshop
5. Final assembly hall
6. Workshop/machine shop
7. Final assembly hall
8. Subassembly section
9. Subassembly/machine shop
10. Foundry
11. Workshop
12. Workshop/warehouse
13. Workshop
14. Subassembly/machine shop
15. Workshop
16. Workshop
17. Administration building
18. Workshop
19. Probable workshop/warehouse under construction
20. Forge/foundry

Changes that have occurred in the plant facilities since publication of CIA/PIR-22/64 are the completion of the subassembly/machine shop (annotation 14, Figure 2), the addition, which is under construction, to the repair hangar (annotation 1, Figure 2) and the construction of a workshop/warehouse (annotation 19, Figure 2).

All measurements have been made by the NPIC Technical Intelligence Division, and are considered to be accurate within $\pm 10\%$, whichever is greater.

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REFERENCES



MAPS AND CHARTS

ACIC. U.S. Air Target Chart, Series 200, Sheet 0162-10HL,
Scale 1:200,000, 2nd Edition, October 1962 (SECRET)

DOCUMENTS

CIA/PIR-22/64, Novosibirsk Airframe Plant Chkalov No. 153, Novosibirsk, USSR, August 1964 (TOP SECRET)
DIA ST-E3A-1-64, Sino-Soviet Bloc Aircraft, Technical Characteristics and Performance Handbook (U), revised 8 October 1965 (SECRET)
Foreign Technology Division, Wright-Patterson Air Force Base, Drawing number 63 E 1011, FIREBAR "B", 19 March (SECRET)

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CIA/PIR-67183

POSSIBLE FIREBAR MODIFICATION
NOVOSIBIRSK, USSR

- 1 -

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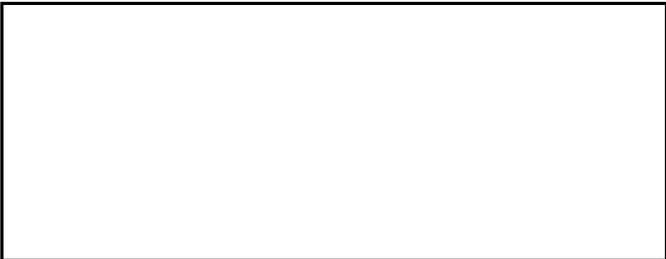
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POSSIBLE FIREBAR MODIFICATION
NOVOSIBIRSK, USSR

Novosibirsk Airfield NE and Airframe Plant No. 153 are located at the northeast edge of Novosibirsk (55 00N-82 56E). A total of 26 FIREBAR and 1 probable FIREBAR were observed on the photography of  (Figures 1 & 2). Other aircraft observed were 1 BEAGLE, 1 CAMP, 2 CAB, 1 COLT, 1 MIDGET, 2 small unidentified straight wing and 6 unidentified possible aircraft in the test area.

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Measurements were made on 6 of the FIREBAR that were considered to have the best definition for mensuration. The measurements for the 6 FIREBAR are as shown in the following table:

* FIREBAR annotation	1	2	3	4	5	6
Fuselage length						
Fuselage diameter						
Wingspan						
Engine nacelle length						

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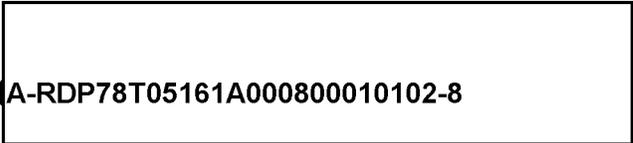
* See Figures 1 & 3

The measurements of the 6 selected aircraft are also shown in Figure 3 as a comparison with the dimensions of the FIREBAR obtained from the Sino-Soviet Bloc Aircraft Technical Characteristics and Performance Handbook. The comparison shows that while the measurements from photography closely parallel those given in the Performance Handbook for the fuselage length, wingspan, and fuselage diameter. The measurements from photography, of the engine nacelle lengths, exceeds those given in the Performance Handbook by an average . These measurements indicate that the engine nacelles, on these 6 aircraft at least, have been lengthened. The photography is good quality stereo however scale, halation and shadows are such that no attempt was made to measure the diameter of the engine nacelles.

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Novosibirsk Airframe Plant Chkalov No. 153 (Figure 2) is annotated as follows:

1. Repair hanger (with an addition under construction)
2. Workshop
3. Hanger
4. Workshop



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5. Final assembly hall
6. Workshop/machine shop
7. Final assembly hall
8. Subassembly section
9. Subassembly/machine shop
10. Foundry
11. Workshop
12. Workshop/warehouse
13. Workshop
14. Subassembly/machine shop
15. Workshop
16. Workshop
17. Administration building
18. Workshop
19. Probable workshop/warehouse under construction
20. Forge/foundry

Changes that have occurred in the plant facilities since publication of CIA/PIR-22/64 are the completion of the subassembly/machine shop (annotation 14, Figure 2), the addition, which is under construction, to the repair hanger (annotation 1, Figure 2) and the construction of a workshop/warehouse (annotation 19, Figure 2).

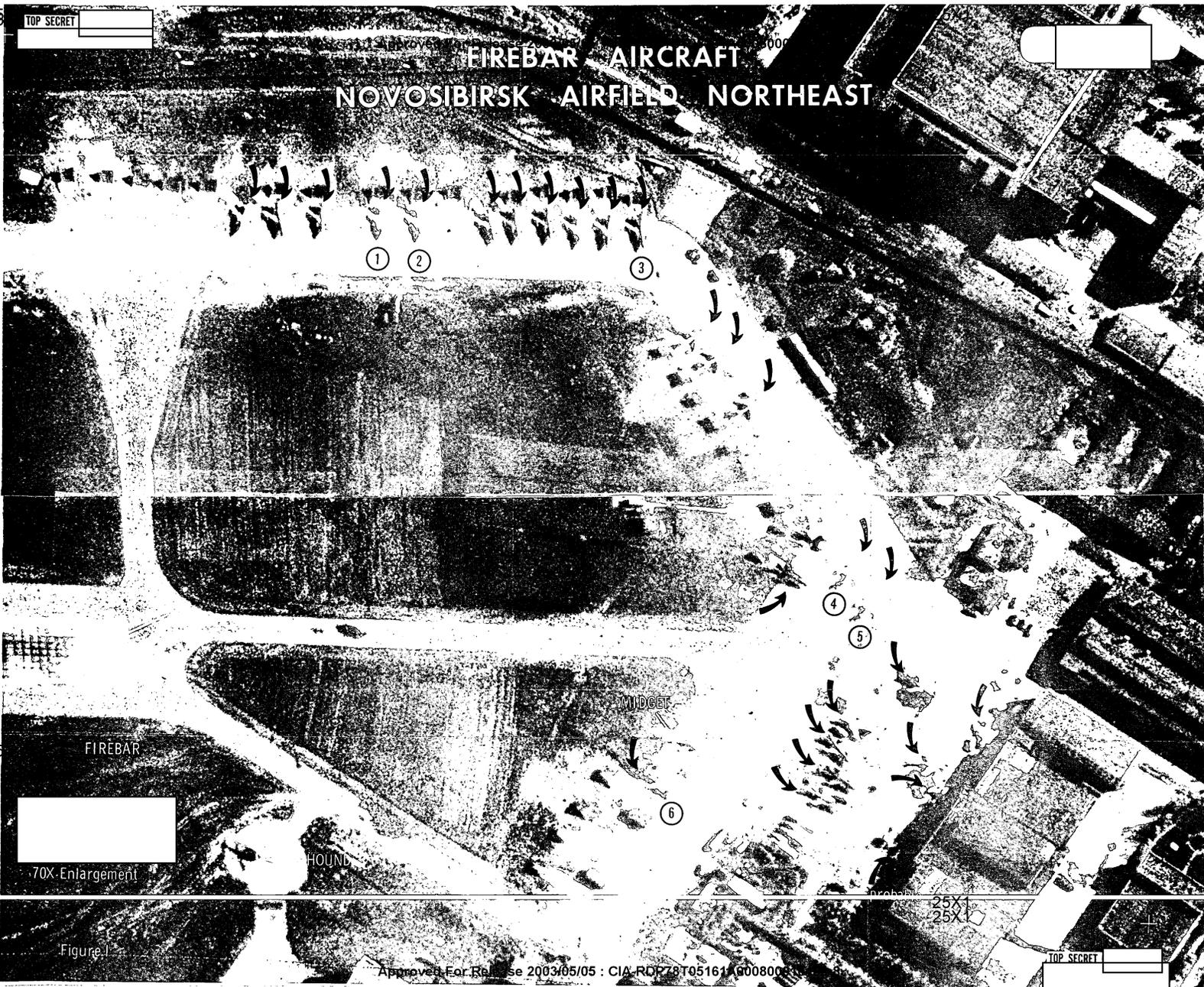
All measurements have been made by the NPIC Technical Intelligence Division, and are considered to be accurate within or $\pm 10\%$, whichever is greater.

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FIREBAR AIRCRAFT NOVOSIBIRSK AIRFIELD NORTHEAST



1

2

3

4

5

6

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FIREBAR

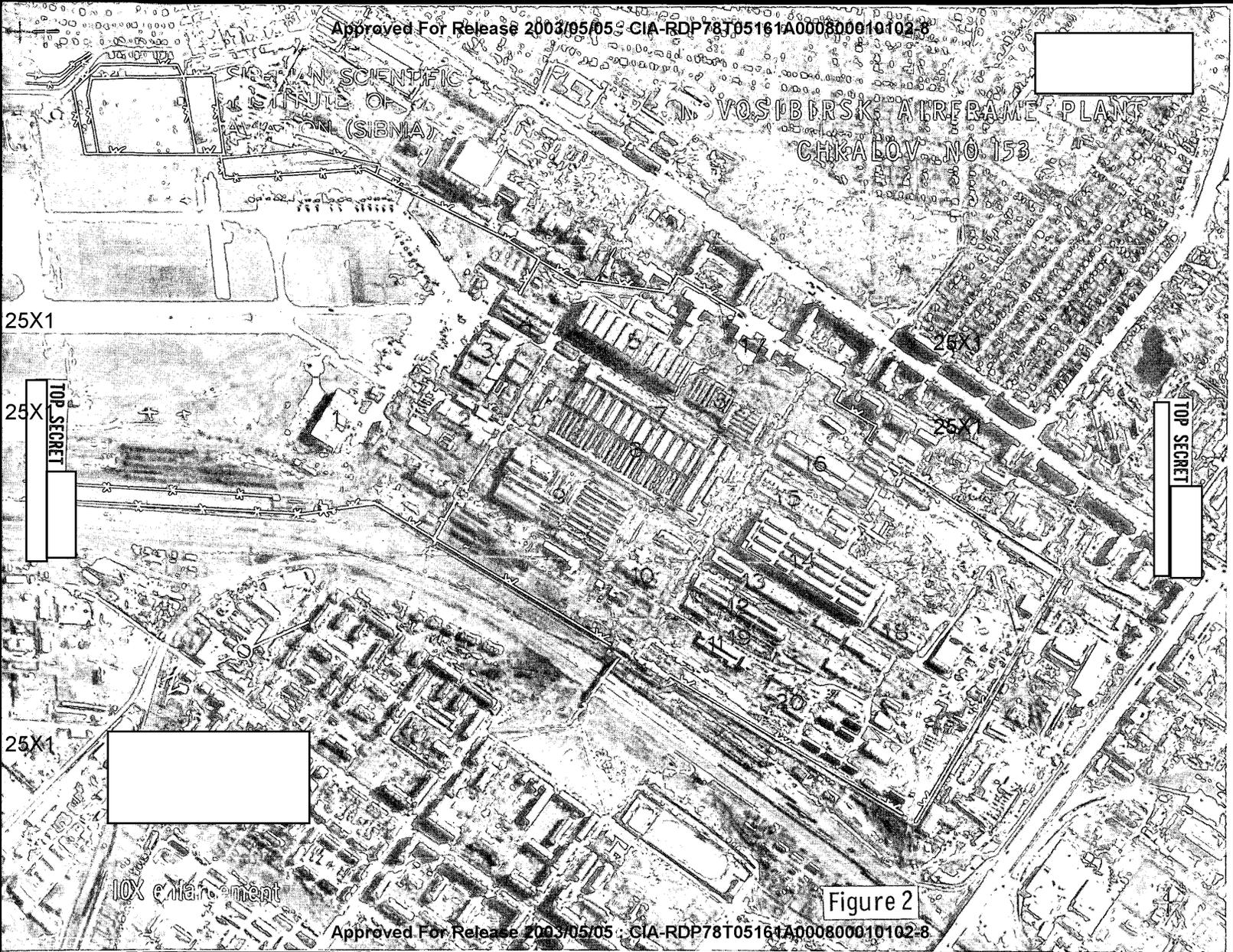
MIDGET

HOUND

70X-Enlargement

Figure 1

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CIA/PIR-67183

REFERENCES

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PHOTOGRAPHY



MAPS AND CHARTS

ACIC. U.S. Air Target Chart, Series 200, Sheet 0162-10HL, Scale 1:200,000, 2nd Edition, October 1962. (SECRET)

DOCUMENTS

CIA. PIR-22/64, Novosibirsk Airframe Plant Chkalov No. 153, Novosibirsk, USSR, August 1964. (TOP SECRET [redacted])
DIA. ST-E3A-1-64, Sino-Soviet Bloc Aircraft, Technical Characteristics and Performance Handbook (U), revised 8 October 1965. (SECRET)

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