

Approved For RFGRS 20R7 79 30 : CIA-RDP78T05161A001000010061-1

CIA IMAGERY ANALYSIS DIVISION

PROBABLE ASM ASSOCIATED CONSTRUCTION
ACTIVITY, SELECTED SOVIET AIRFIELDS

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CIA/PIR-71014

CIA IMAGERY ANALYSIS DIVISION

PROBABLE ASM ASSOCIATED CONSTRUCTION ACTIVITY,

SELECTED SOVIET AIRFIELDS

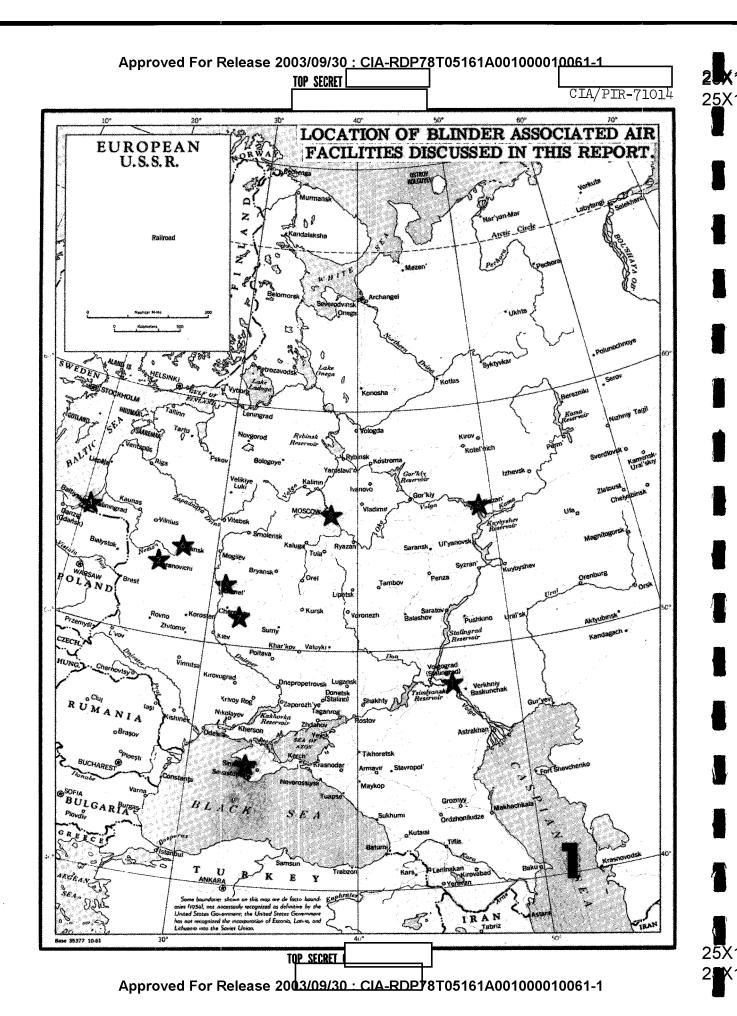
SECTION I

Airfields with Major Blinder Aircraft Deployment

The Soviet Blinder B/AS-4 (Kitchen) weapons system has been estimated to become operational in 1966. In anticipation of this operational capability, a requirement was initiated to analyze the available photography of Soviet Naval and Long Range Aviation Airfields to determine if preparations were underway for deployment of the weapons system. The main objective was the detection of new construction at these airfields that could be associated with the AS-4 air-to-surface (ASM) missile system.

The initial installations subjected to photo analysis were airfields with major Blinder deployment, flight testing facilities, and an airframe plant. These installations are listed in the following table and are number-keyed to Figure 1.

No.	Name	Coordinates	Force & Subordination
1	Kapustin Yar/Vlad- imirovka Missile Test Center	48-34N 45-54E	
	Vladimirovka Air- field & ASM Facility	48-18N 46-11E	
	Missile Storage & Handling Area	48-22N 46-12E	
2	Baranovichi Air- field	53-06N 26-03E	Long Range Aviation Northwest Bomber Command
3	Gomel/Pribytki Airfield	52-18N 31-10E	Long Range Aviation Northwest Bomber Command
14	Kaliningrad/Proveren Airfield	54-46N 20-25E	Naval Aviation Baltic Fle e t Air Force
5	Kazan Airframe Plant Gorbunov 22	55-52N 49-07E	
6	Minsk/Machulishche Airfield	53-47N 27- 35E	Long Range Aviation Northwest Bomber Command



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No.	Name	Coordinates	Force & Subordination
7	Nezhin Airfield	51-05N 31-52E	Long Range Aviation Southwest Bomber Command
8	Ramenskoye Flight	55-33N 38-08E	Southwest Poliner Command
9	Test Center Saki Airfield	45-06N 33-36E	Naval Aviation Black Sea Fleet Air Force
associ except imirov Missil	ed at several of the instanted construction was idention was the ASM portion of the Airfield (Figure 2), and the East Center. The buildings were visible additional networks.	ntified at eight of t f the Airborne Weapon part of the Kapustin	chose listed. The one as Complex at Vlad- a Yar/Vladimirovka the footings for 25
and ad	the ditional construction act	two new buildings apivity is continuing (ppear to be complete Figure 3).
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probab handli (nm) n surfac	the ditional construction act. The missile test center the de AS-4 missile. These we are a (Figure 4) which is north of Vladimirovka Airf:	two new buildings apivity is continuing (er provided the only ere observed in the m is located approximatield. This area has) support facility.	opear to be complete Figure 3). observations of a missile storage and cely 4 nautical miles been regarded as a SSM associated

SECTION II

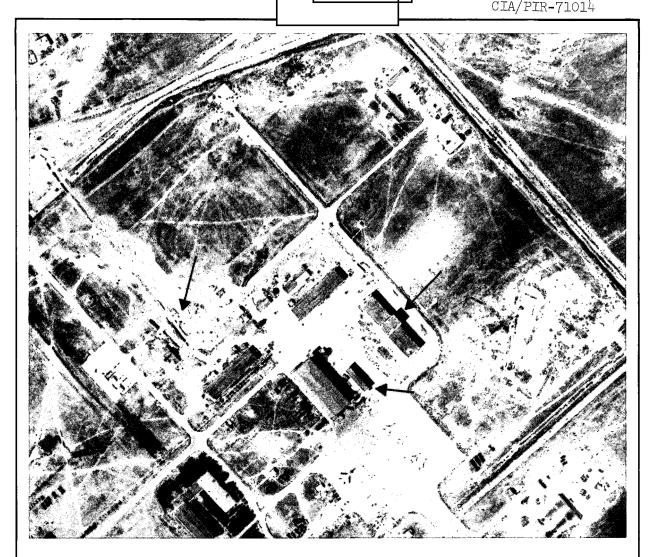
Selected Long Range and Naval Aviation Airfields

The original requirement was expanded to search for new construction at airfields with occasional Blinder deployment or association and other

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VLADIMIROVKA AIRFIELD ASM FACILITY, USSR 48-18N 46-11E

- l large, probably drive-through building with high center section, 240 by 50 feet.
- 1 small rectangular building, 100 by 25 feet.

 ${\tt NOTE:}$ Arrows indicate new buildings and construction activity

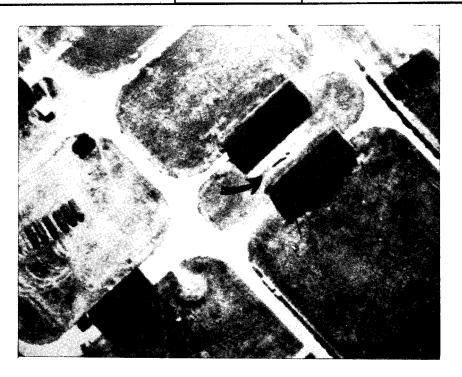
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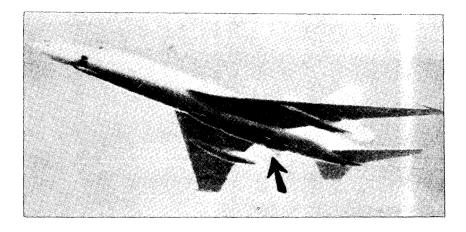
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Missile Storage and Handling Area
Kapustin Yar/Vladimirovka Missile Test Center
48-22N 46-12E

This enlargement of a portion of the missile storage and handling area shows a probable AS-4 (Kitchen), air-to-surface missile.



Blinder B carrying AS-4 (Kitchen) ASM

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long range and naval aviation bases. These are listed under their appropriate organizations.

Long Range Aviation

Northwest Bomber Command

Anisovo/Gorodishche Airfield	54-14N 34-22E
Bobruysk Airfield	53-06N 29-12E
Engels Airfield	51-29N 46-11E
Kalinin Airfield	56-49N 35-45E
Kedainiai Airfield	55-19N 23-57E
Orsha Southwest Airfield	54-26N 30-18E
Pochinok Airfield	54-21N 3 2- 29E
Siauliai Airfield	55-53N 23-23E
Soltsy Airfield	58-08n 30-20E
Tartu Airfield	58 - 24n 26-46e

Southwest Bomber Command

Belaya Tserkov Airfield	49-47N 30-01E
Chepelevka Airfield	49-47N 30-26E
Chervono/Glinskoye Airfield	45-57N 29-23E
Kirovograd/Kanatovo Airfield	48-34N 32-23E
Mozdok Airfield	43-47N 44-36E
Poltava Airfield	49-37N 34-29E
Priluki Airfield	50-34N 32-19E
Staro-Konstantinov Airfield	49 - 45N 27-16E
Stryy Airfield	49-14N 23-48E
Zhitomir/Skomorokhi Airfield	50-10N 28-44E

Far East Long Range Air Army

Dolon Airfield	50-32N	79 -12 E
Spassk-Dalniy East Airfield		1 <u>3</u> 2 - 53E
Ukraina Airfield	51-10N	128 -2 6E
Ussuriysk/Vozdvizhenka Airfield	43 - 55N	131 - 56E
Zavitinsk Northeast Airfield	50-11N	129 - 31E

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Naval Aviation

Northern Fleet Air Force

Arkhangelsk/Kholm Airfield	64-23N 40-43E
Mal-Yavr Airfield	68-52N 33-43E
Pechenga Airfield	69-24N 31-00E
Severomorsk Airfield	69-01N 33-25E

Baltic Fleet Air Force

Bykhov Airfield	
	53-31N 30-12E
Ostrov/Gorokhovka Airfield	
, and all the state of the stat	57-18N 28-26E

Black Sea Fleet Air Force

Karankut Airfield	45-34N 34-16E
Nikolayev/Kulbakino Airfield	46-56N 32-05E
Oktyabrskoye Airfield	45-19N 34-06E
Sarabuz (Gvardeyskoye) Airfield	45-07N 33-59E

Pacific Ocean Fleet Air Force

Alekseyevka (Mongokhto) Airfield	49-15N 140-14E
Artem North Airfield	43-23N 132-09E
Khorol East Airfield	44-27N 132-08E

Other Air Bases

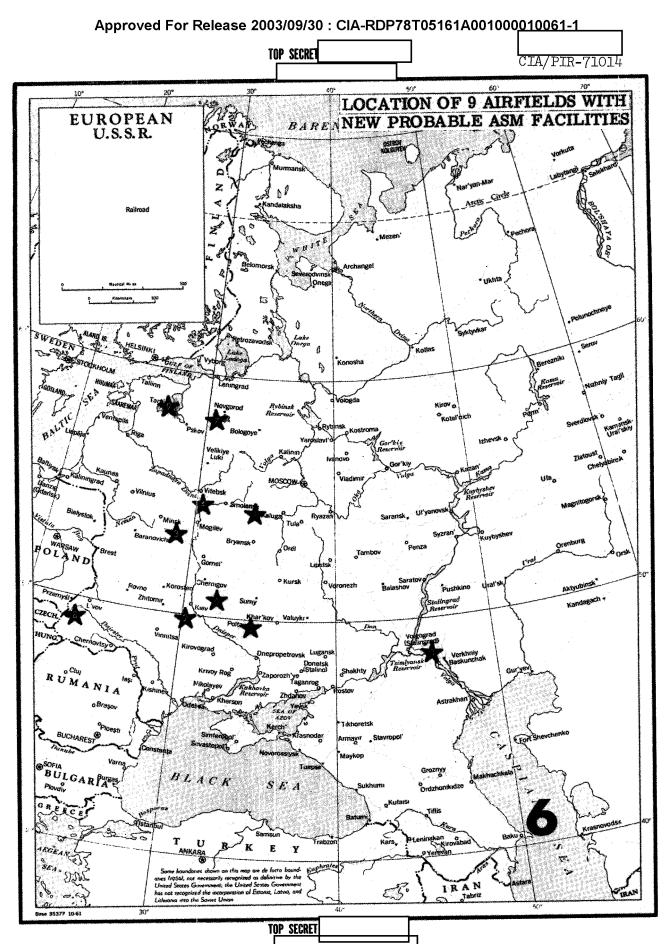
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Kerch/Bagerovo Airfield	45-24N	26 161
	47-2411	20-TOE
Kirovskoye Airfield	45-10N	25_110
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These airfields were analyzed on selected photographic coverages
encompassing a time period from Late New construe
tion that could possibly be ASM associated was noted at 11 of these
airileids. Further analysis revealed that the activity at nine of the
II airileids had definite similarities, and were probably new ASM facilities
under construction. The nine airfields are listed in the following table
and are number-keyed to Figure 6. Vladimirovka Airfield and ASM Facility

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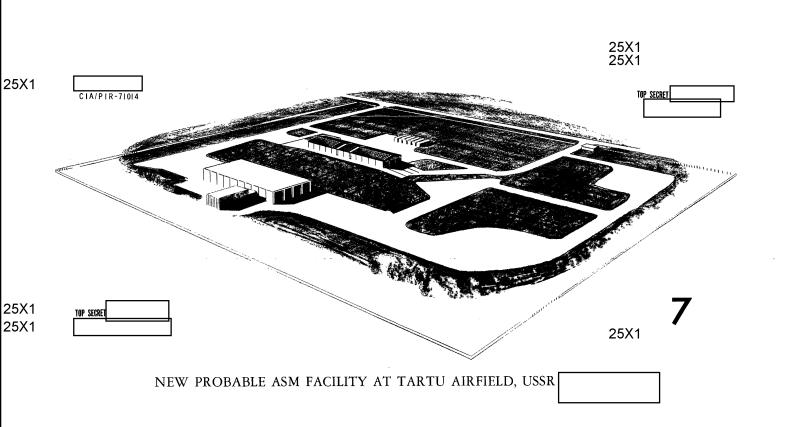
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(Figures 2 and 3) are also listed because the two new buildings and construction activity in the facility may be related to these nine new probable ASM facilities. The nine airfields are Badger bases, all subordinate to the Soviet Long Range Aviation Forces.

No.	Name	<u>Coordinates</u>	Subordination
1	Anisovo/Gorodishche Airfield	54-14N 34-22E	Northwest Bomber Command
2	Belaya Tserkov Airfield	49-47N 30-01E	Southwest Bomber Command
3	Bobruysk Airfield	53-06N 29-12E	Northwest Bomber Command
4	Orsha Southwest Airfield	54-26N 30-18E	Northwest Bomber Command
5	Poltava Airfield	49 -3 7N 34 - 29E	Southwest Bomber Command
6	Priluki Airfield	50-34N 32-19E	Southwest Bomber Command
7	Soltsy Airfield	58-08N 30-20E	Northwest Bomber Command
8	Stryy Airfield	49-14N 23-48E	Southwest Bomber Command
9	Tartu Airfield	58-24N 26-46E	Northwest Bomber Command
0	Vladimirovka Airfield and ASM Facility	48-18N 46-11E	oommorra.

The new facilities all have one similar feature in the form of two large buildings. One is a rectangular, four bay, drive-through building with an adjoining section. The main section usually measures approximately 200 by 85 feet. The other building is rectangular, three bay, drive-through, also approximately 200 by 85 feet. A heating plant and several small buildings are also usually present. At eight of the facilities the long axes of the buildings are parallel, with the exception being Anisovo/ Gorodishche where it appears that the three bay building will be at a right angle to the four bay building. At five of the facilities, the adjoining section of the four bay building points toward the three bay building. At three of the facilities, it points away from the three bay building, and at Anisovo/Gorodishche it is parallel to the long axis of the three bay building.

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A unique feature at the five facilities in the Northwest Bomber Command is the two large parking aprons/hardstands. These are constructed as an integral part of the facility. At Orsha Southwest and Tartu the doors of the two buildings face these parking aprons/hardstands. At Bobruysk and Soltsy they do not, and the situation at Anisovo/Gorodishche is not yet discernible. Figure 7 is a perspective typical of the facilities in the Northwest Bomber Command.

In the Southwest Bomber Command, the facilities have been constructed adjacent to the Special Weapons Loading Area at Poltava, Priluki, and Stryy. The drive-through buildings are connected to the loading area by a loop road system and the long axes of the buildings are at a right angle to the loading pits. At Belaya Tserkov, the facility is connected by a road to an adjacent large parking apron with the doors of the drive-through buildings facing the apron.

The following paragraphs provide a short description of each facility with dimensions on the referenced graphics.

Anisovo/Gorodishche Airfield Probable ASM Facility, USSR 54-14N 34-22E

(Figures 8 and 9)

This facility is located at the southeast end of the airfield near
a ladder-type parking area. Construction was possibly started in
and was definitely under way on the In
) the facility contained a large, drive-through
building with adjoining section, the footings for a second large, drive-
through building, and a heating plant. Extensive construction activity,
including two circular excavations and the start of the road pattern that
will contain the two parking aprons/hardstands, is also discernible. The
facility is double fenced. At the time of this photography the
facility is estimated to be 30 percent complete.

Belaya Tserkov Airfield Probable ASM Facility, USSR 49-47N 30-01E

(Figures 10 and 11)

This facility is	s located on the	east side of the		
to a large parking ap		•	the f	
evidence of actual bu				
moving and similar p				
		ility contained		
building with adjoin:	ing section, a s	econd large dri	ve-through bui	lding.

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under construction, a heating plant, several small probable construction support buildings, and scattered groupings of probable construction materials. The facility appears to be single fenced. At the time of this photography the facility is estimated to be 60 percent complete. Bobruysk Airfield Probable ASM Facility, USSR 53-06N 29-12E (Figures 12 and 13) This facility is located off the taxiway at the east end of the air field. The first evidence of earth moving for the access road and clearing for one of the buildings is evident. The facility contained one large, drive-through building with adjoining section, a second large, drive-through building, a heating plant, and two large parking aprons/hardstan under construction. The facility appears to be single fenced. At the time of this photography the facility, USSR 54-26N 30-18E (Figures 14 and 15) This facility is located on the east side of the airfield adjacent to a parking apron. The road pattern is discernible. (Figures 14 and 15) This facility is located on the east side of the parking apron. The road pattern is complete and the parking apron. The road pattern is complete and the parking apron. The road pattern is complete and the parking apron. The road pattern is complete and the parking apron. The road pattern is complete and the parking apron. The road pattern is complete and the parking apron. The road pattern is complete and the parking apron. The road pattern is complete and the parking apron. The road pattern is complete and the parking apron. The road pattern is complete and the parking apron. The facility is estimated to be facility. The facility is estimated to be 50 percent complete. Poltava Airfield Probable ASM Facility, USSR 49-37N 34-29E (Figures 16 and 17)	Approve	I For Re jea se y	150 14 15 4 1 1	IA-RDP/810516	1A001000010061-1 CIA/PIR-710
support buildings, and scattered groupings of probable construction materials. The facility appears to be single fenced. At the time of this photography the facility is estimated to be 60 percent complete. Bobruysk Airfield Probable ASM Facility, USSR 53-06N 29-12E (Figures 12 and 13) This facility is located off the taxiway at the east end of the air field. The facility is located off the taxiway at the east end of the air field. The facility contained one large, drive-through building with adjoining section, a second large, drive-through building, a heating plant, and two large parking aprons/hardstan under construction. The facility appears to be single fenced. At the time of this photography the facility is estimated to be 70 percent complete. Orsha Airfield Southwest Probable ASM Facility, USSR 54-26N 30-18E (Figures 14 and 15) This facility is located on the east side of the airfield adjacent to a parking apron. The road pattern is discernible. The facility is estimated to be 70 percent construction and in the road pattern is complete and the parking apron. The road pattern is complete and the parking apron hardstands are under construction. The road pattern is complete and the parking apron hardstands are under construction. The road pattern is complete and the parking apron hardstands are under construction. The recallity buildings, a heating plant, several small buildings, circular excavation, and two large parking aprons/hardstands under constition. Three possible unidentifiable missiles approximately 25 feet in length were also observed in the facility. The facility is estimated to be 85 percent complete. Poltava Airfield Probable ASM Facility, USSR 49-37N 34-29E (Figures 16 and 17)		C	CIA IMAGERY ANAL	YSIS DIVISION	CIA/ FIR- (10.
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This facility is located on the east side of the airfield adjacent to a parking apron. of earth moving for the road pattern is discernible. one large building is under construction and in the road pattern is complete and the parking apronounce the road pattern is complete and the parking apronounce the facility contained one large, drive-through building with adjoining section, a secontained one large, drive-through building with adjoining section, a secontained one large, drive-through building, a heating plant, several small buildings, circular excavation, and two large parking apronounce approximately 25 feet in length were also observed in the facility. The facility is single fence at the time of this photography the facility is estimated to be 85 percent complete. Poltava Airfield Probable ASM Facility, USSR 49-37N 34-29E (Figures 16 and 17)	Orsha Airfield S	outhwest Prob	pable ASM Fa	cility, USSR	54-26N 30-18E
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	Poltava Airfield	Probable ASM	Facility,	ussr 49-37N 3	34-29E
		-	(Figures 16	and 17)	
This facility is located at the east end of the airfield adjacent to the special weapons loading area. Construction on this facility began in	This facilit the special weapo	y is located ons loading a	at the eas rea. Const	t end of the a ruction on thi	irfield adjacent to s facility began in

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the construc	tion
one large, drive-through building was well under way and in this building is probably complete. In	
	一
iluki Airfield Probable ASM Facility, USSR 50-34N 32-19E	
(Figures 18 and 19)	
This facility is located immediately northwest of the airfield, djacent to the special weapons loading area. In this building was still the only feature of the facility. In the beginning of construction of a second large, drive-through building was spossibly under way. The facility is single fenced. On photography complete.	
oltsy Airfield Probable ASM Facility, USSR 58-08N 30-20E	
(Figures 20 and 21)	
This facility is located at the northeast end of the airfield near aircraft parking area. In, the first ridence of earth moving for an access road and building foundations is scernible. In the road pattern and building foundation are discernible in the facility the facility contained one large, drive-through building the adjoining section, footings for a second large, drive-through ailding, a heating plant, several small probable construction support aildings, groupings of probable construction materials, and the cleared reas which will develop into two large parking aprons/hardstands. On	
in ength, were observed in the special weapons loading area. A probable ennel ASM with wings folded, in length, was being towed on the	

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was u	east taxiway, and a probable Kennel ASM measuring 25 feet in length nder the wing of a Badger aircraft. The facility is probably single d. At the time of this photography
	ated to be 30 percent complete.
Stryy	Airfield Probable ASM Facility, USSR 49-14N 23-48E
	(Figures 22 and 23)
vith a throughuild: is don	ne main section of one large building were evident. The adjoining on of this building was also under construction. In the facility contained one large, drive-through building adjoining section, the start of the walls for a second large, drive-th building, a heating plant, three partial walls of another possible ing under construction, and several smaller structures. The facility able fenced. At the time of this photography the ity is estimated to be 35 percent complete.
<u> Partu</u>	Airfield Probable ASM Facility, USSR 58-24N 26-46E
	(Figures 24 and 25)
tion of the second transfer of the second tra	This facility is located on the south side of the airfield. Construction this facility probably began in the footings for the foundation of the large, drive-through building adjoining section were evident. The adjoining section was also under fuction. A second large, drive-through building was already present tisted in

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Machulishche, Nezhin, Spassk-Dalniy East, Ussuriysk/Vozdvizhenka, Zhitomir/ Skomorokhi), the runways have been extended to accomodate Blinder aircraft. This is borne out by the fact that Blinder have been stationed at Baranovichi, Gomel/Pribytki, Minsk/Machulishche, and Nezhin, and have appeared on occasion at Zhitomir/Skomorokhi. None of the nine bases with new facilities have had their runways extended. The new facilities are not similar to the ASM facilities at Naval aviation bases or long range heavy bomber bases. All are secured and contain two large, drive-through buildings and in three cases are adjacent and connected to special weapons loading areas. At five facilities, two large parking aprons/hardstands have been, or will be, constructed as an integral part of the facility and all nine are connected to aircraft parking areas or taxiways. Recent | Information has indicated some connection between long range aviation and unidentified ASM activity at the Vladimirovka-Zhaman Sor Test Range. a Badger aircraft carrying a new ASM was photographed over the Barents Sea at 71-47N 34-28E (Figures 26 and 27). All of the above factors indicate the existence of a new ASM system for the Badger aircraft.

SECTION III

Airfields with Possible ASM Associated Construction Activity

New construction activity that could possibly be ASM associated was observed at two of the eleven airfields, as previously mentioned. They are listed below and are number-keyed to Figure 28.

No.	Name	Coordinates	Force & Subordination
1	Ostrov/Gorokhovka Airfield	57-18N 28-26E	Naval Aviation Baltic Fleet Air Force
2	Mozdok Airfield	43-47N 44-36E	Long Range Aviation Southwest Bomber Command

Ostrov/Gorokhovka Airfield, USSR 57-18N 28-26E (Figure 29)

This airfield has an ASM facility located approximately 2.7 nm northwest of the center of the runway. Midway between the airfield and the ASM facility is a secured area that was previously reported to contain two, in-line, drive-through buildings. In

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		earth moving	appears to	have begun
in the area.	roads within the	constructions construction	uction act	
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		uctures are within		
		an apron east of t be determined at t		
	ssibility of ASM		• • • • • • • • • • • • • • • • • • •	
Mozdok Airfield	, USSR 43-47N 44	-36E (Figure 31)		
This airfie	eld is a heavy bo	mber base and wher	n observed	on good qual
recent photogram	phy, an average of	20 Bear aircraft	have been	present. Al
		been various numb		
ASM located on a	arbe baetsbaren e			
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drive-through building, the heating plant, and large possible parking area. The large apron ending in a wall/abutment could be an engine run-up area. All factors considered, this facility could possibly be an ASM support facility.



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Anisovo/Gorodishche Airfield Probable ASM Facility, USSR 54-14N 34-22E

1 large drive-through building with adjoining section, feet.

Adjoining section is overall with a two-story section

1 large drive-through building under construction

l heating plant 70 by 35 feet

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25X1 25X1 PROBABLE ASM FACILITY

BELAYATSERKOV AIRFIELD, USSR

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Belaya Tserkov Airfield Probable ASM Facility, USSR 49-47N 30-01E

1	large	drive-through	building	with	adjoining	section,	
	feet						

Adjoining section is

l large drive-through building under construction,	
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OBRUVŠK ALRFIELD, USSR

PROEKELEÁSÍV V ACILITY

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Bobruysk Airfield Probable ASM Facility, USSR 53-06N 20-12E

1 large drive-through building with adjoining section,

Adjoining section is

l large drive-through building

l heating plant

* (* *

2 large parking aprons/hardstands under construction. The overall dimensions of one are approximately 190 by 160 feet.

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SOUTHWEST, 6 N 30-18E ASM FACILITY PROBA

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Orsha Airfield Southwest Probable ASM Facility, USSR $54-26 \mathrm{N}$ 30-18E

l large drive-through building with adjoining section, feet Drive-through portion has four doors, Adjoining section is overall with a two-story section,
Adjoining section is overall with a two-story
l large drive-through building,
l heating plant,
2 large parking aprons/hardstands under construction. The overall dimensions of one are approximately

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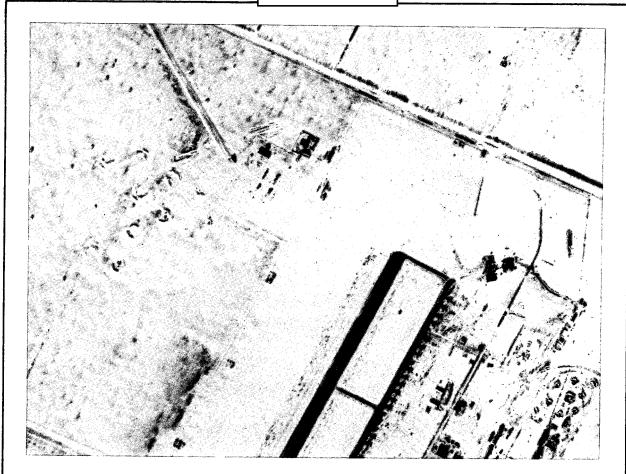
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PRILUK AIRFIELD, USSR 50-34N 32-19E

PROBABLE ASM FACULITY

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CIA/PIR-71014



Priluki Airfield Probable ASM Facility, USSR 50-34N 32-19E

l large drive-through building with adjoining section, 170 by 80 feet

Adjoining section is 80 by 35 feet.

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心 张阳): CIA-RDP78Tub 1**4001000010061-**1 SOLTSY AIRFIELD, USSR 58-08N 30-20E PROBABLE ASM FACILITY

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Soltsy Airfield Probable ASM Facility, USSR 58-08N 30-20E

l large drive-through building with adjoining section,
Adjoining section is overall with a two-story section
l large drive-through building under construction,
l heating plant

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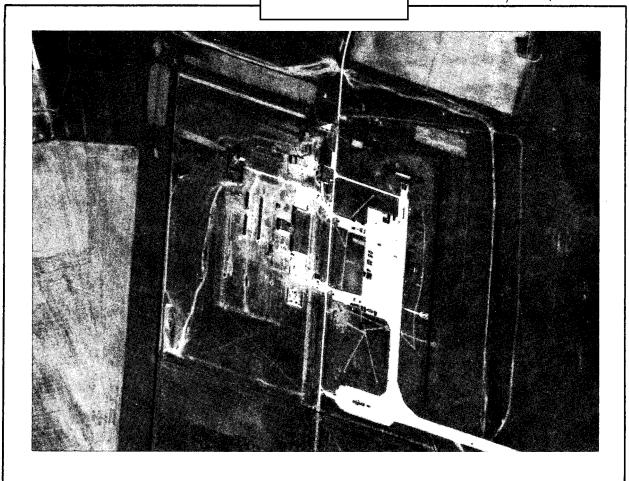
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78 T05161 A00 4000 0100 TOP SECRET STRYY AIRFIELD, USSR 49-14N 23-48E PROB*A* DACILITY TOP SECRE 03/09/30 : CIA-RDR78 105161A001000010061-1 Approved For Release 2003/09/30: CIA-RDP78T05161A001000010061-1

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Stryy Airfield Probable ASM Facility, USSR 49-14N 23-48E

1	large drive-through building with adjoining section,
	Drive-through portion has four doors,
	Adjoining section is overall with a two-story section
1	large drive-through building under construction
1	heating plant 70 by 30 feet

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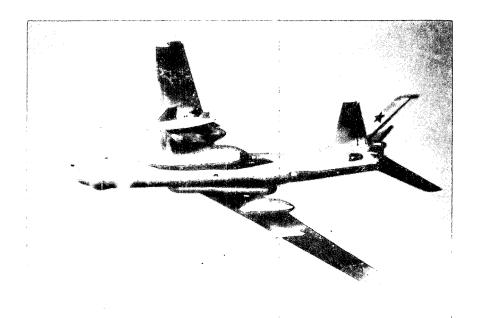
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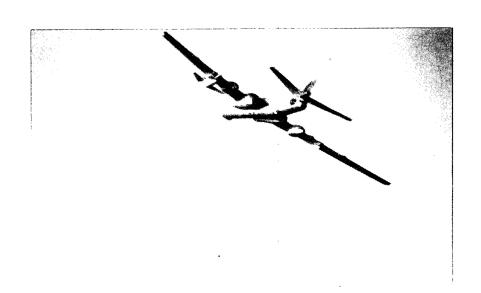
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IC SERV : CIA-RDP7 161A001000010061-1 TARTU AIRFICE USSR PROBABLE ASM FACILITY Approv 3/09/30 : CIA-RDP78T ACOTOCOTOCE SA

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TWO VIEWS OF BADGER AIRCRAFT OVER BARENTS SEA (71-47N 34-28E)

CARRYING NEW ASM,

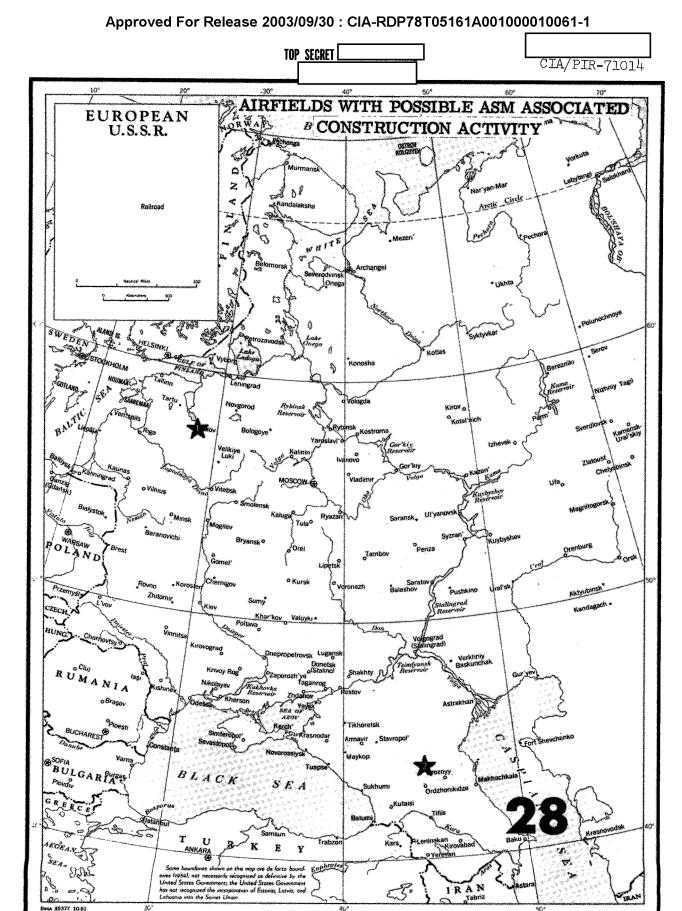
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0.3 / 9/3 <mark>0 : CIA-RDP78 T</mark>05161 A0010 φυστου61-1 SM FACILITY CONSTRUCTION ACTIVITY OSTROVIGOROKHOWKA AIRFIELD, USS 102 SECRET 2003/03/30

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OSTROV/GOROKHOVKA AIRFIELO USSR POSSIBLE ASM ASSOCIATED CONSTRUCTION ACTIVITY

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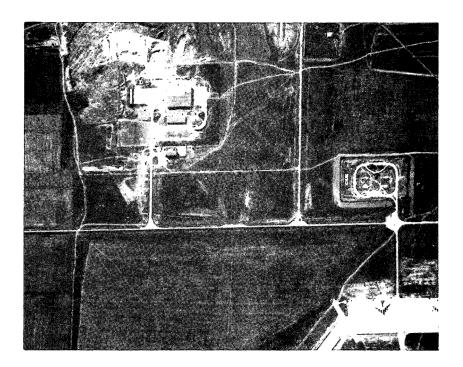
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Approved For Release 2003/09/30 - CIA-RDP78T05 161A001000010061-1 ASM STORAGE AREA CONSTRUCT 10) S:0(N)

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Mozdok Airfield Possible ASM Facility, USSR 43-47N 44-36E

1 large drive-through building under construction,

l rectangular drive-by building,

1 building with adjacent stack,

1 wall/abutment at end of cleared area, base) feet.

1 possible parking area/apron under construction,

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	CIA IMAGERY ANALYSIS DIVISION
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Ī	OCCUMENTS
	CIA PIR-61092, Comparison of Air-to-Surface Missile Area at Shuang-
	Cheng-Tzu Missile Test Center, China with Selected Soviet ASM Facilities, February 1966 (TOP SECRET
	Photos of TU-16 (Badger) over Barents Sea, Summer 1966 (SECRET/
F	EQUIREMENT
	C-SI5-82,940
C	IA/IAD PROJECT
	30304-6