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PROBABLE ASM ASSOCIATED CONSTRUCTION ACTIVITY, SELECTED SOVIET AIRFIELDS

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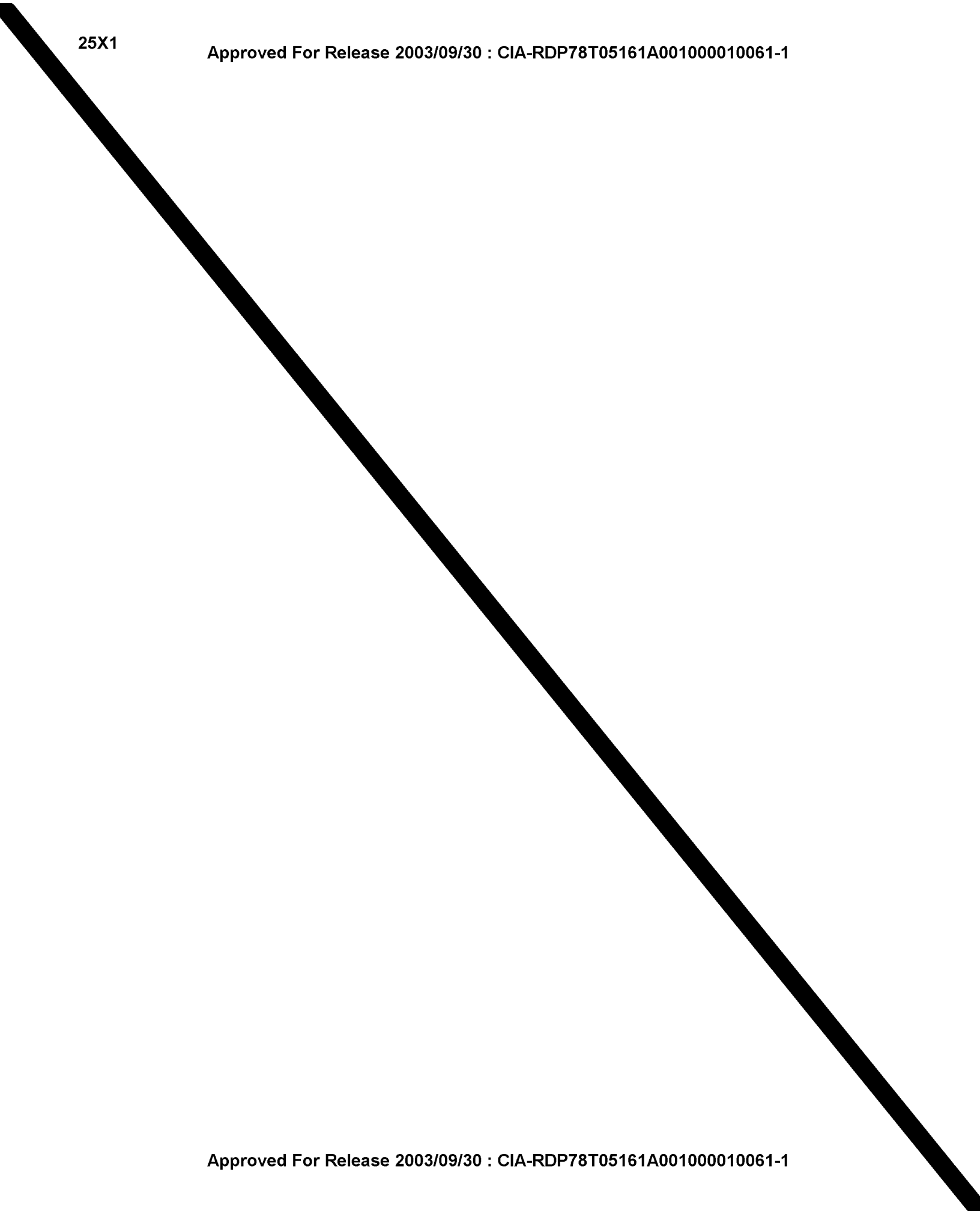

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PROBABLE ASM ASSOCIATED CONSTRUCTION ACTIVITY, SELECTED SOVIET AIRFIELDS

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TABLE OF CONTENTS

SECTION I ..... Airfields with Major Blinder Aircraft Deployment
SECTION II ..... Selected Long Range and Naval Aviation Airfields
SECTION III ..... Airfields with Possible ASM Associated Construction Activity

LIST OF ILLUSTRATIONS

1 - Location of Blinder Associated Airfields Discussed in this Report
2 - Vladimirovka Airfield and ASM Facility, USSR
3 - Vladimirovka Airfield ASM Facility, USSR
4 - Missile Storage and Handling Area, Kapustin Yar/Vladimirovka Missile Test Center
5 - Missile Storage and Handling Area, Kapustin Yar/Vladimirovka Missile Test Center-Blinder B Carrying AS-4 (Kitchen) ASM
6 - Location of Nine Airfields with New Probable ASM Facilities
7 - New Probable ASM Facility at Tartu Airfield, USSR,
8 - Anisovo/Gorodishche Airfield, USSR
9 - Anisovo/Gorodishche Airfield Probable ASM Facility, USSR
10 - Belaya Tserkov Airfield, USSR
11 - Belaya Tserkov Airfield Probable ASM Facility, USSR
12 - Bobruysk Airfield, USSR
13 - Bobruysk Airfield Probable ASM Facility, USSR
14 - Orsha Airfield Southwest, USSR
15 - Orsha Airfield Southwest Probable ASM Facility, USSR
16 - Poltava Airfield, USSR
17 - Poltava Airfield Probable ASM Facility, USSR
18 - Priluki Airfield, USSR
19 - Priluki Airfield Probable ASM Facility, USSR
20 - Soltsy Airfield, USSR
21 - Soltsy Airfield Probable ASM Facility, USSR
22 - Stryy Airfield, USSR
23 - Stryy Airfield Probable ASM Facility, USSR
24 - Tartu Airfield, USSR
25 - Tartu Airfield Probable ASM Facility, USSR
26 - Badger Aircraft over Barents Sea Carrying New ASM,
27 - New Air-to-Surface Missile
28 - Location of Airfields with Possible ASM Associated Construction Activity
29 - Ostrov/Gorokhovka Airfield, USSR
30 - Ostrov/Gorokhovka Airfield, USSR Possible ASM Associated Construction Activity
31 - Mozdok Airfield, USSR
32 - Mozodok Airfield Possible ASM Facility, USSR

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PROBABLE ASM ASSOCIATED CONSTRUCTION ACTIVITY, SELECTED SOVIET AIRFIELDS

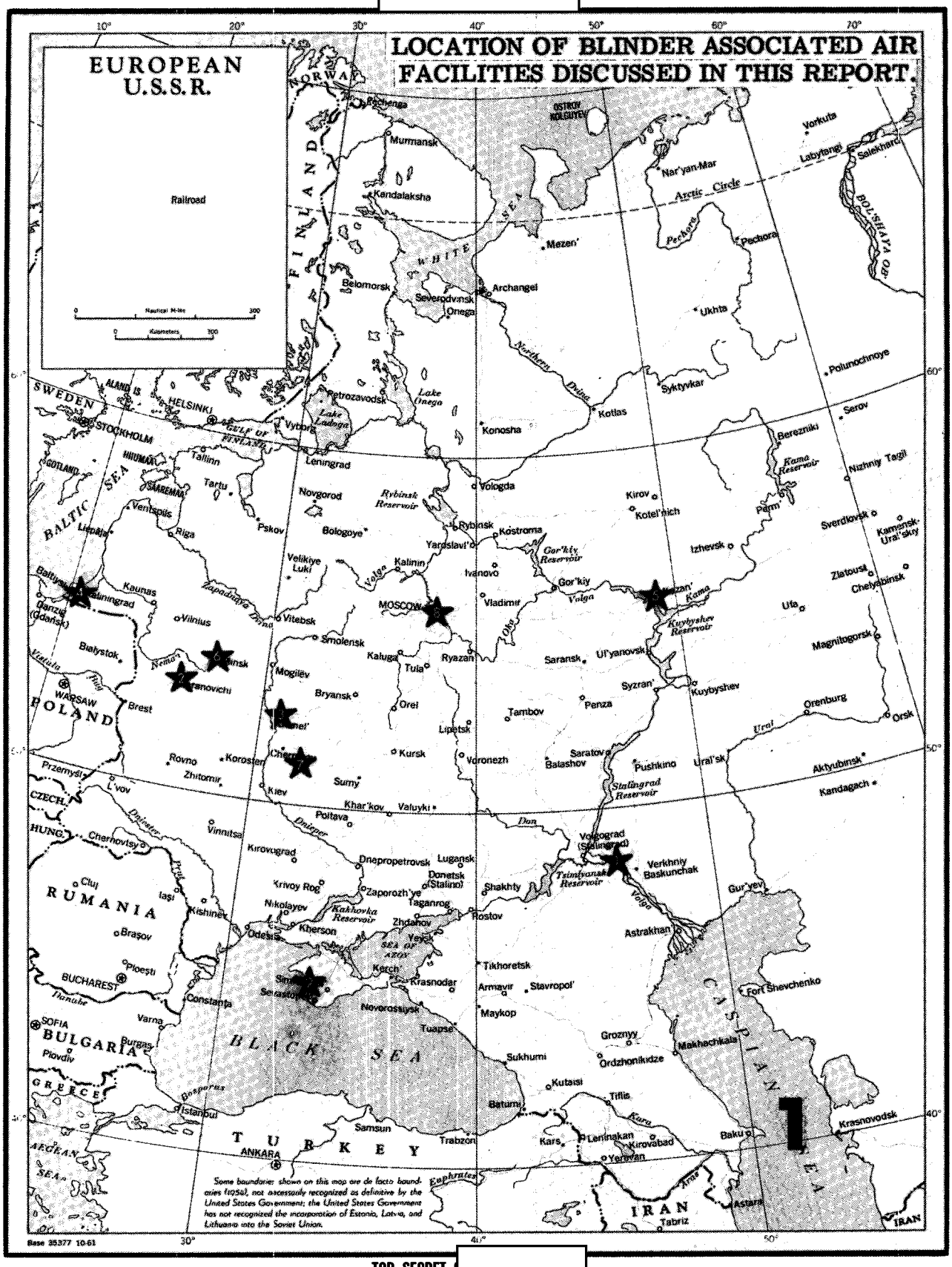
SECTION I

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/Vladimirovka Missile Test Center	48-34N 45-54E	
	Vladimirovka Airfield & ASM Facility	48-18N 46-11E	
	Missile Storage & Handling Area	48-22N 46-12E	
2	Baranovichi Airfield	53-06N 26-03E	Long Range Aviation Northwest Bomber Command
3	Gomel/Pribytki Airfield	52-18N 31-10E	Long Range Aviation Northwest Bomber Command
4	Kaliningrad/Proveren Airfield	54-46N 20-25E	Naval Aviation Baltic Fleet 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



No.	Name	Coordinates	Force & Subordination
7	Nezhin Airfield	51-05N 31-52E	Long Range Aviation Southwest Bomber Command
8	Ramenskoye Flight Test Center	55-33N 38-08E	
9	Saki Airfield	45-06N 33-36E	Naval Aviation Black Sea Fleet Air Force

The photography of these installations covered a time period. Although Blinder aircraft were observed at several of the installations on various coverages, no new ASM associated construction was identified at eight of those listed. The one exception was the ASM portion of the Airborne Weapons Complex at Vladimirovka Airfield (Figure 2), a part of the Kapustin Yar/Vladimirovka Missile Test Center. the footings for two new buildings were visible in the ASM facility. additional new construction activity was visible. By the two new buildings appear to be complete and additional construction activity is continuing (Figure 3).

The missile test center provided the only observations of a probable AS-4 missile. These were observed in the missile storage and handling area (Figure 4) which is located approximately 4 nautical miles (nm) north of Vladimirovka Airfield. This area has been regarded as a surface-to-surface missile (SSM) support facility. SSM associated equipment was observed outside the security fencing when the area was first

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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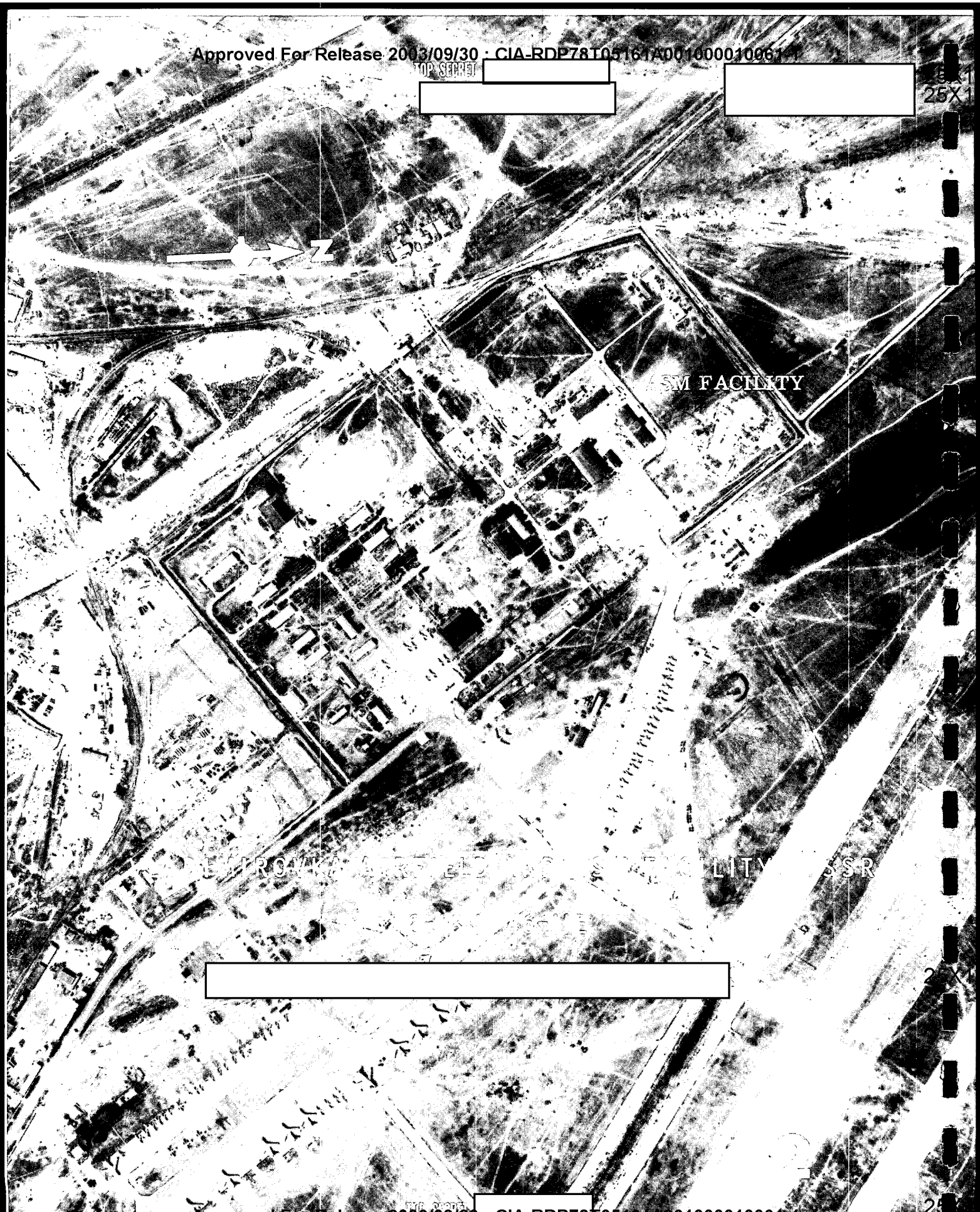

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VLADIMIROVKA AIRFIELD ASM FACILITY, USSR
48-18N 46-11E

[redacted]

1 large, probably drive-through building with high center section, 240 by 50 feet.

1 small rectangular building, 100 by 25 feet.

NOTE: Arrows indicate new buildings and construction activity

3

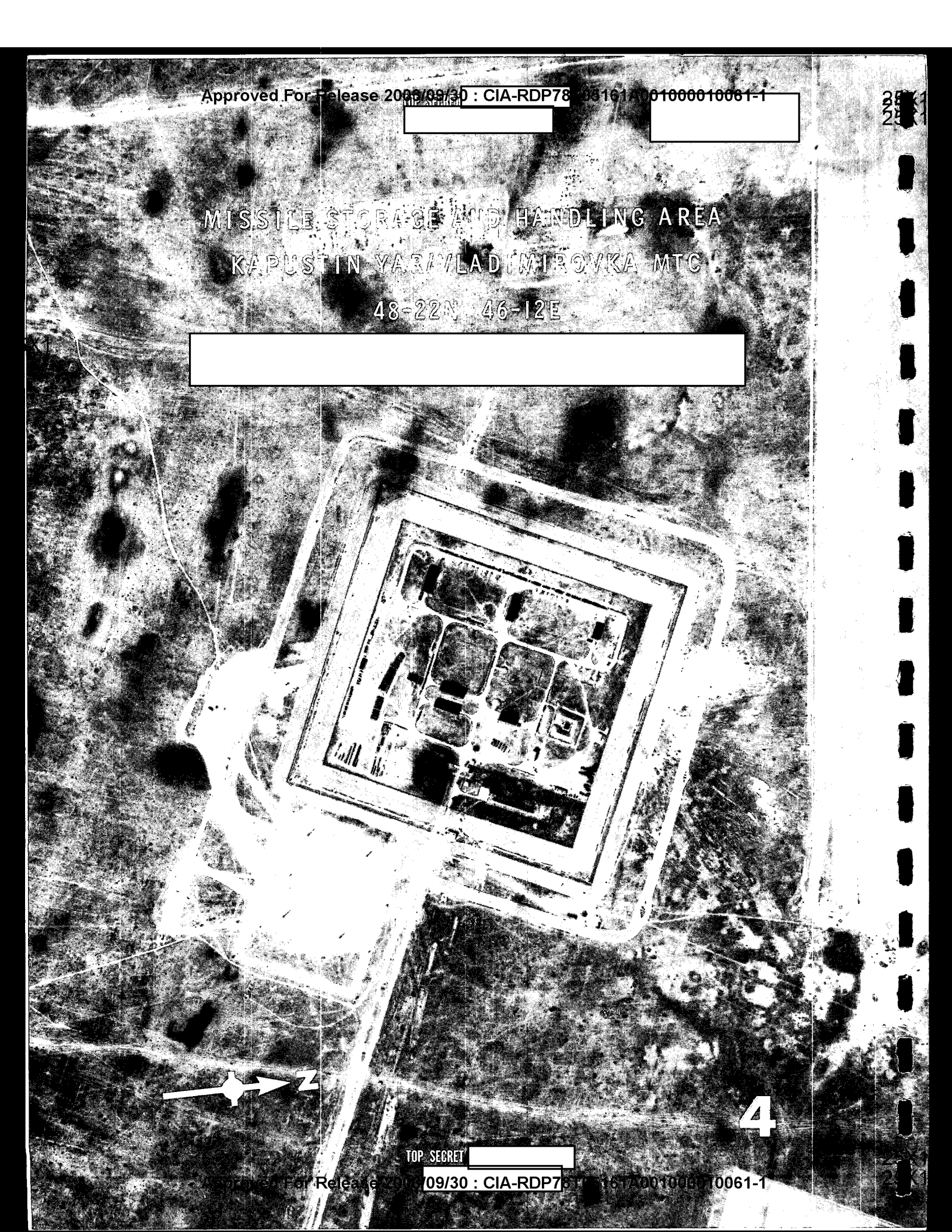
[redacted]

MISSILE STORAGE AND HANDLING AREA

KAPUSTIN YAR/VLADIMIROVKA MTC

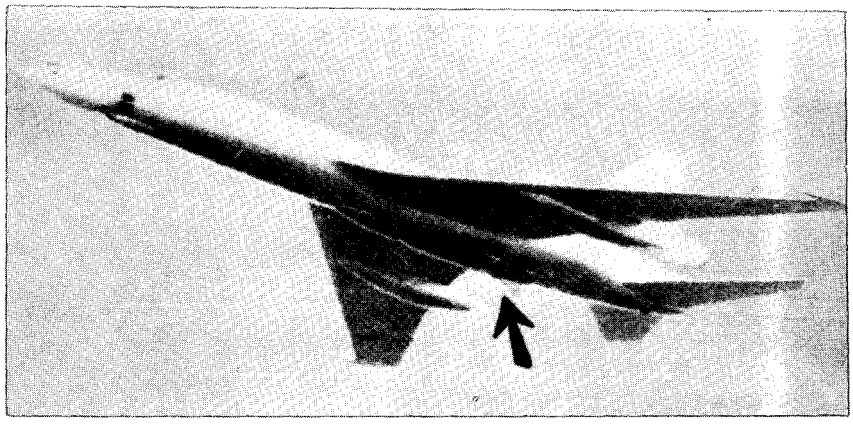
48-22N 46-12E

[redacted]



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

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 32-29E
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 79-12E
Spassk-Dalniy East Airfield	44-37N 132-53E
Ukraina Airfield	51-10N 128-26E
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	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

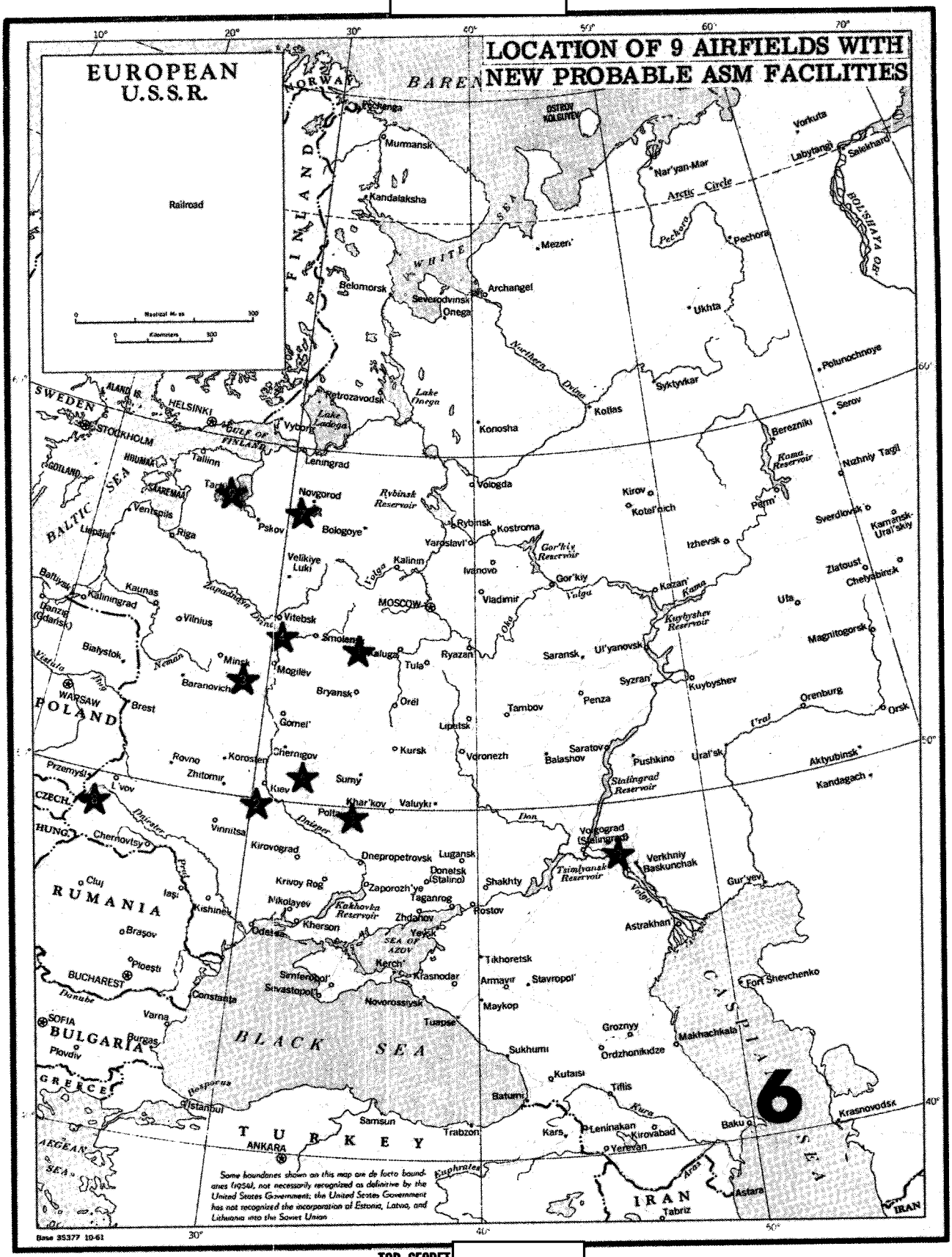
Pacific Ocean Fleet Air Force

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

Other Air Bases

Kerch/Bagerovo Airfield	45-24N 36-16E
Kirovskoye Airfield	45-10N 35-11E

These airfields were analyzed on selected photographic coverages encompassing a time period from late [redacted]. New construction that could possibly be ASM associated was noted at 11 of these airfields. Further analysis revealed that the activity at nine of the 11 airfields 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



(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	Coordinates	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	49-37N 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	

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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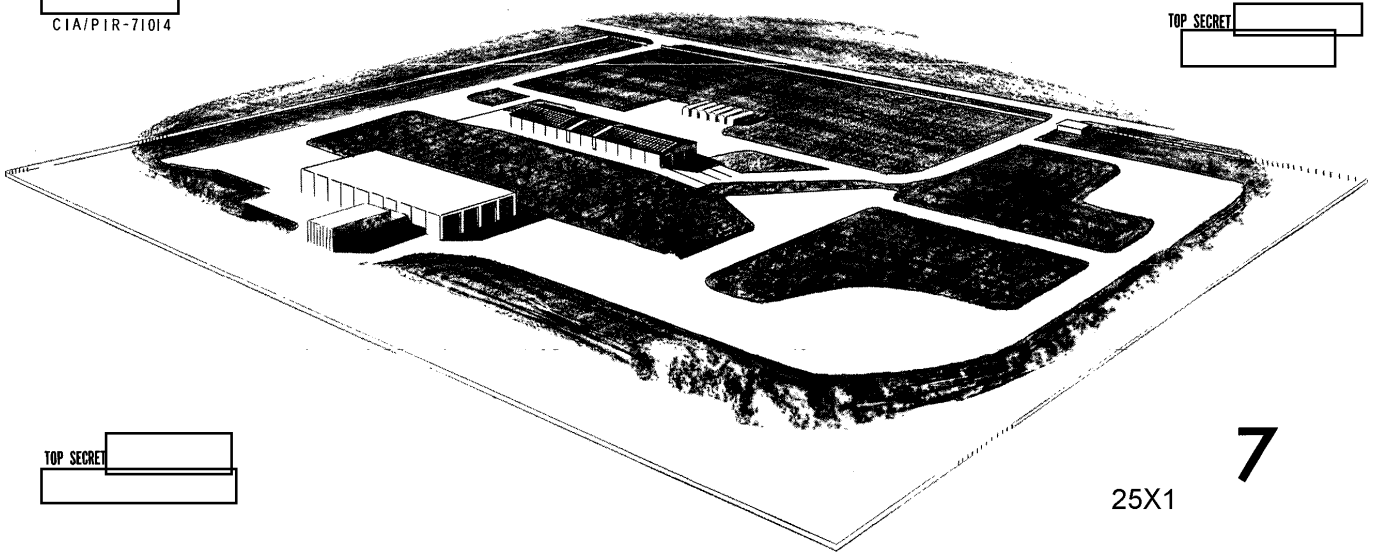

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NEW PROBABLE ASM FACILITY AT TARTU AIRFIELD, USSR

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 [redacted] and was definitely under way on the [redacted] In [redacted] 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 [redacted] 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 located on the east side of the airfield adjacent to a large parking apron. [redacted] the first evidence of actual building construction is seen in the facility. Earth moving and similar preparation occurred during the earlier summer months. [redacted] the facility contained a large, drive-through building with adjoining section, a second large drive-through building

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 X1 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 airfield. X1 the first evidence of earth moving for the access road and clearing for one of the buildings is evident. X1, 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/hardstands under construction. The facility appears to be single fenced. At the time of this photography X1 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. X1 the first evidence of earth moving for the road pattern is discernible. X1 25X1 one large building is under construction and in X1 25X1, the road pattern is complete and the parking aprons/hardstands are under construction. 25X1 the facility contained one large, drive-through building with adjoining section, a second large, drive-through building, a heating plant, several small buildings, a circular excavation, and two large parking aprons/hardstands under construction. Three possible unidentifiable missiles approximately 25 feet in length were also observed in the facility. The facility is single fenced. At the time of this photography X1, the facility is estimated to be 85 percent complete.

Poltava Airfield Probable ASM Facility, USSR 49-37N 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

[redacted] the construction of one large, drive-through building was well under way and in [redacted], this building is probably complete. In [redacted]

[redacted]

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

(Figures 18 and 19)

This facility is located immediately northwest of the airfield, adjacent to the special weapons loading area. [redacted] construction was started on one large, drive-through building with an adjoining section. In [redacted] this building was still the only feature of the facility. In [redacted] the beginning of construction of a second large, drive-through building is possibly under way. The facility is single fenced. On photography of [redacted], the facility is estimated to be 35 percent complete.

Soltsy 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 an aircraft parking area. In [redacted], the first evidence of earth moving for an access road and building foundations is discernible. In [redacted] the road pattern and a building foundation are discernible in the facility. [redacted] the facility contained one large, drive-through building with adjoining section, footings for a second large, drive-through building, a heating plant, several small probable construction support buildings, groupings of probable construction materials, and the cleared areas which will develop into two large parking aprons/hardstands. On this mission, three probable Kennel ASM with wings folded, [redacted] in length, were observed in the special weapons loading area. A probable Kennel ASM with wings folded, [redacted] in length, was being towed on the

northeast taxiway, and a probable Kennel ASM measuring 25 feet in length was under the wing of a Badger aircraft. The facility is probably single fenced. At the time of this photography , the facility is estimated to be 30 percent complete.

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

(Figures 22 and 23)

This facility is located in the northwest corner of the airfield adjacent to the special weapons loading area. Construction on the facility was begun in at which time the footings for the main section of one large building were evident. The adjoining section of this building was also under construction. In , the facility contained one large, drive-through building with adjoining section, the start of the walls for a second large, drive-through building, a heating plant, three partial walls of another possible building under construction, and several smaller structures. The facility is double fenced. At the time of this photography , the facility is estimated to be 35 percent complete.

Tartu Airfield Probable ASM Facility, USSR 58-24N 26-46E

(Figures 24 and 25)

This facility is located on the south side of the airfield. Construction on this facility probably began in , the footings for the foundation of the large, drive-through building with adjoining section were evident. The adjoining section was also under construction. A second large, drive-through building was already present and existed in

facility in . The facility is single fenced. At the time of this photography the facility is estimated to be 95 percent complete.

The construction of these new facilities does not bear any similarity to the activity in recent years at other long range aviation medium bomber bases. At seven of these other bases (Baranovichi, Gomel/Pribytki, Minsk/

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 [redacted] information has indicated some connection between long range aviation and unidentified ASM activity at the Vladimirovka-Zhaman Sor Test Range. [redacted] 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 [redacted] a

definite determination of the presence of the buildings cannot be made, but in the buildings have been removed. earth moving appears to have begun in the area. construction activity was underway on the roads within the security fence (Figure 30). Wide radius turns provide access to the road connecting the airfield and the original ASM facility. Several small structures are within the security fence and a building 55 feet square is on an apron east of the secured area. The purpose of this activity cannot be determined at this time, but its location suggests the possibility of ASM association.

Mozdok Airfield, USSR 43-47N 44-36E (Figure 31)

This airfield is a heavy bomber base and when observed on good quality, recent photography, an average of 20 Bear aircraft have been present. Also present on this photography have been various numbers of AS-3 (Kangaroo) ASM located on a hardstand, adjacent to a revetment, in a small secured area approximately 0.8 nm east-northeast of the center of the main runway. In , extensive ground scarring and earth moving appeared in an area approximately 1.0 nm east-southeast of the center of the main runway. In , several building foundations, two circular excavations (one containing a probable storage tank), and extensive ground scarring are discernible in the area. , one rectangular building is under construction, a smaller building with adjacent stack is also under construction, and in a large cleared area, the foundation for a large probable drive-through building is evident. At one end of this large cleared area is what appears to be an earthen revetment. Circular earth mounds are apparent in place of the two previous circular excavations. Several small structures, ditching, and ground scarring are also discernible. a large structure had been erected on the foundation. , the installation contained one large, drive-through building under construction (Figure 32). This building is located on a large apron with a wall or abutment at the other end of the apron. The building is also connected by a loop road to a rectangular drive-by building. A smaller building with adjacent stack is located on a hard-stand just outside the security fence. A large, flat, possible parking area is across the access road from the building area within the security fence. The facility is single fenced at present and is connected by road to the aircraft parking apron.

This facility bears no resemblance to known Soviet ASM facilities, however, it does have some slight similarity to the new probable ASM facilities previously discussed. These similarities are the large,

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.

[redacted]

[redacted]

8

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

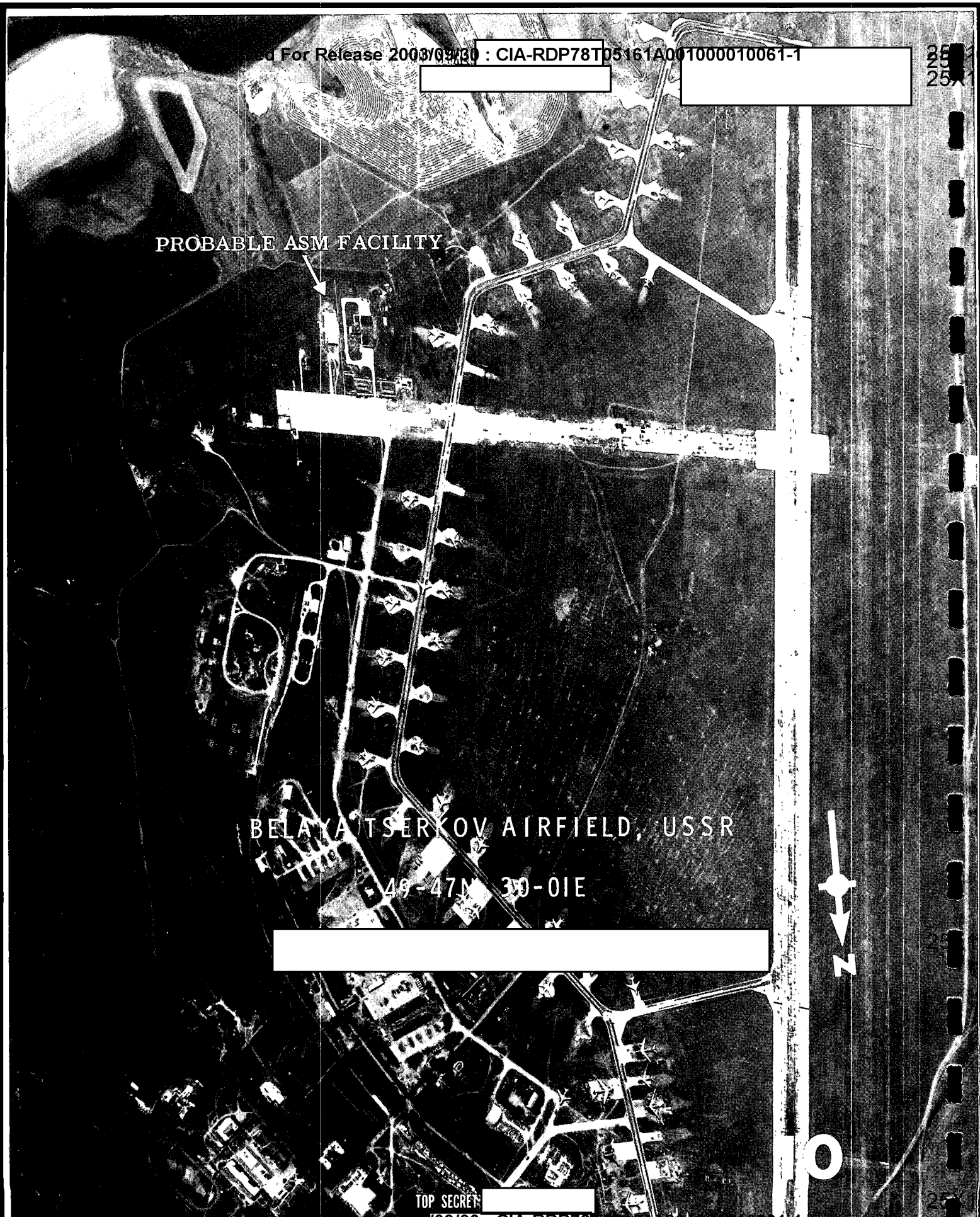
1 large drive-through building with adjoining section, [redacted] feet.

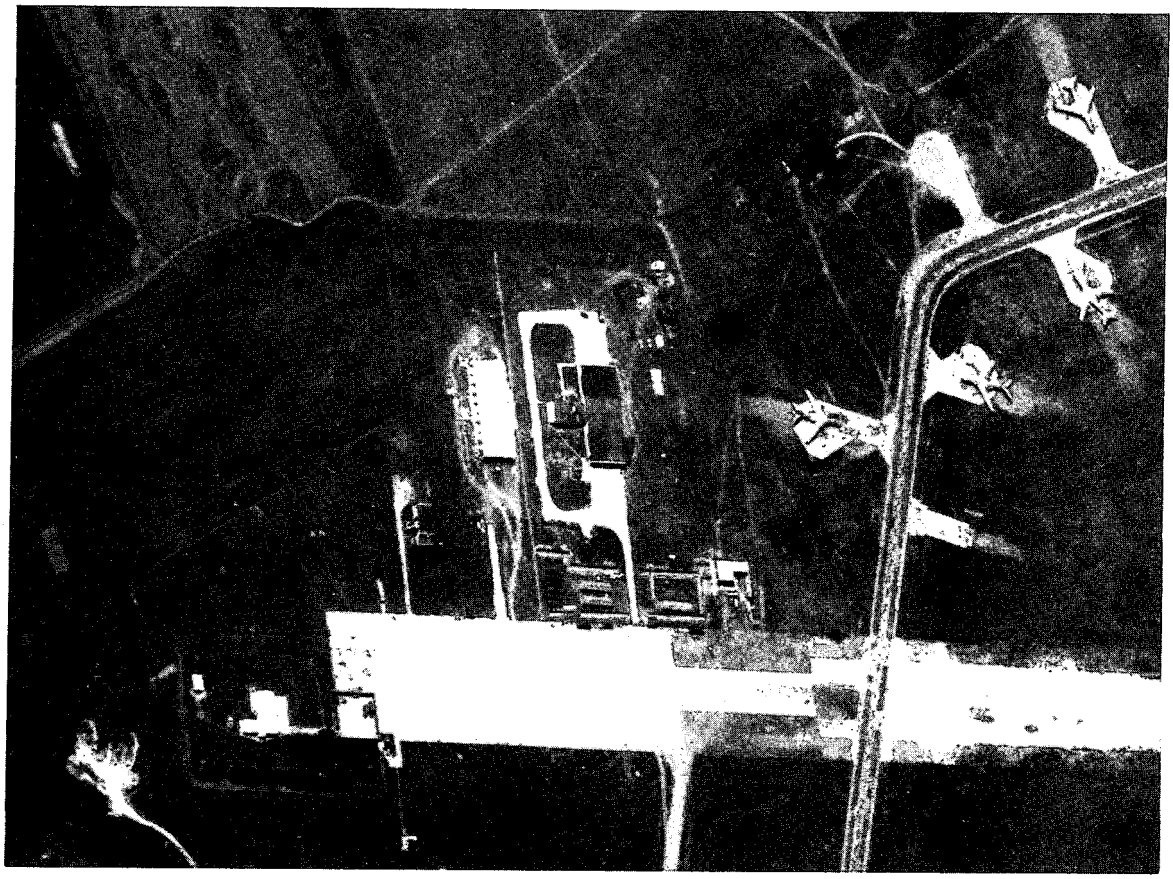
Adjoining section is [redacted] overall with a two-story section [redacted]

1 large drive-through building under construction [redacted]

1 heating plant 70 by 35 feet

9





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

1 large drive-through building with adjoining section, feet

Adjoining section is

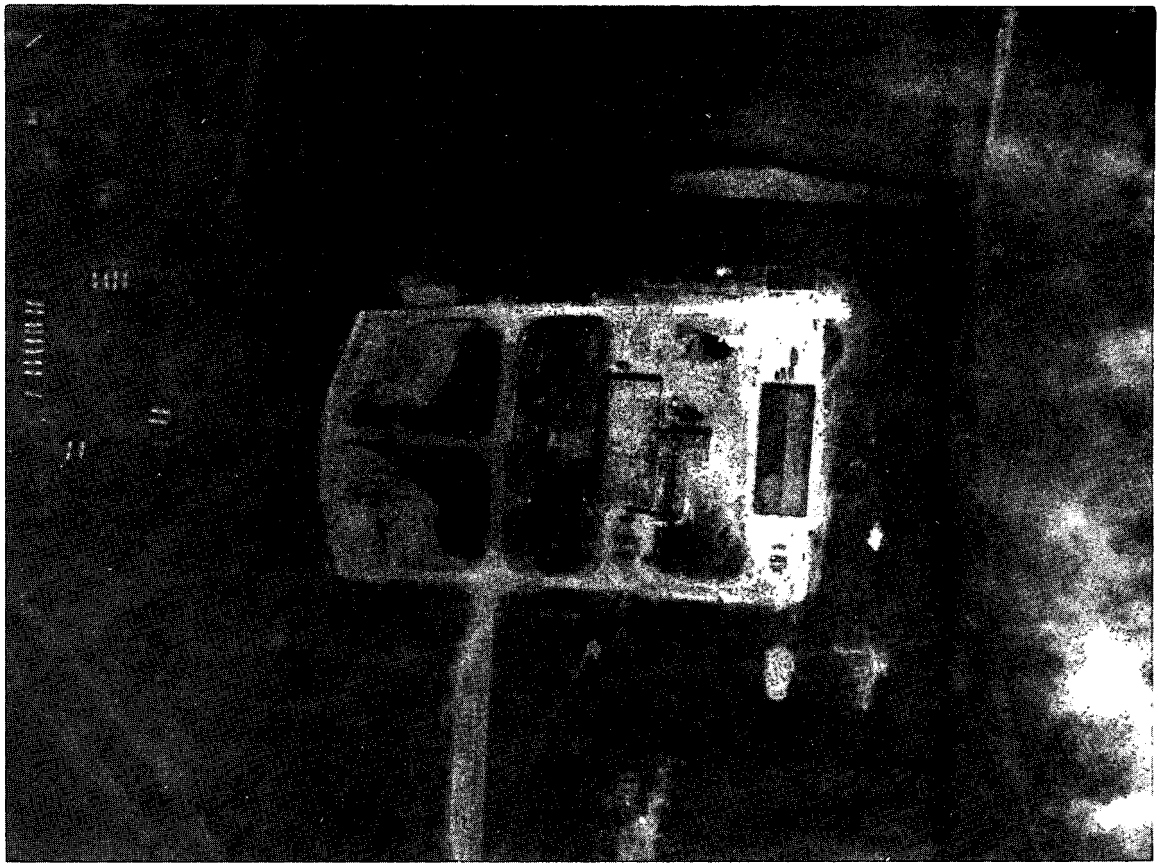
1 large drive-through building under construction,

1 heating plant,

25X1

12

25X1



Bobruysk Airfield Probable ASM Facility, USSR
53-06N 29-12E [redacted]

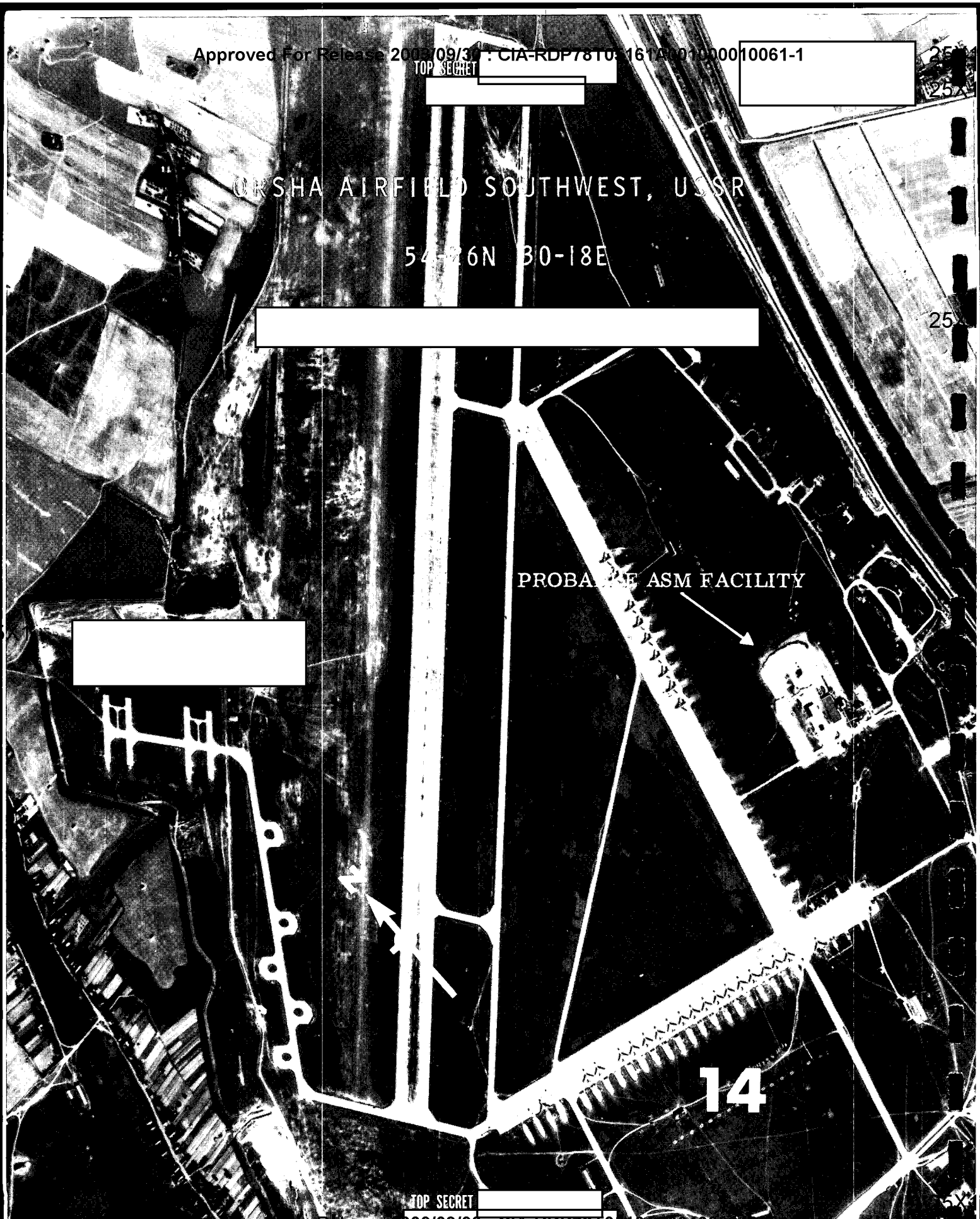
1 large drive-through building with adjoining section, [redacted] feet

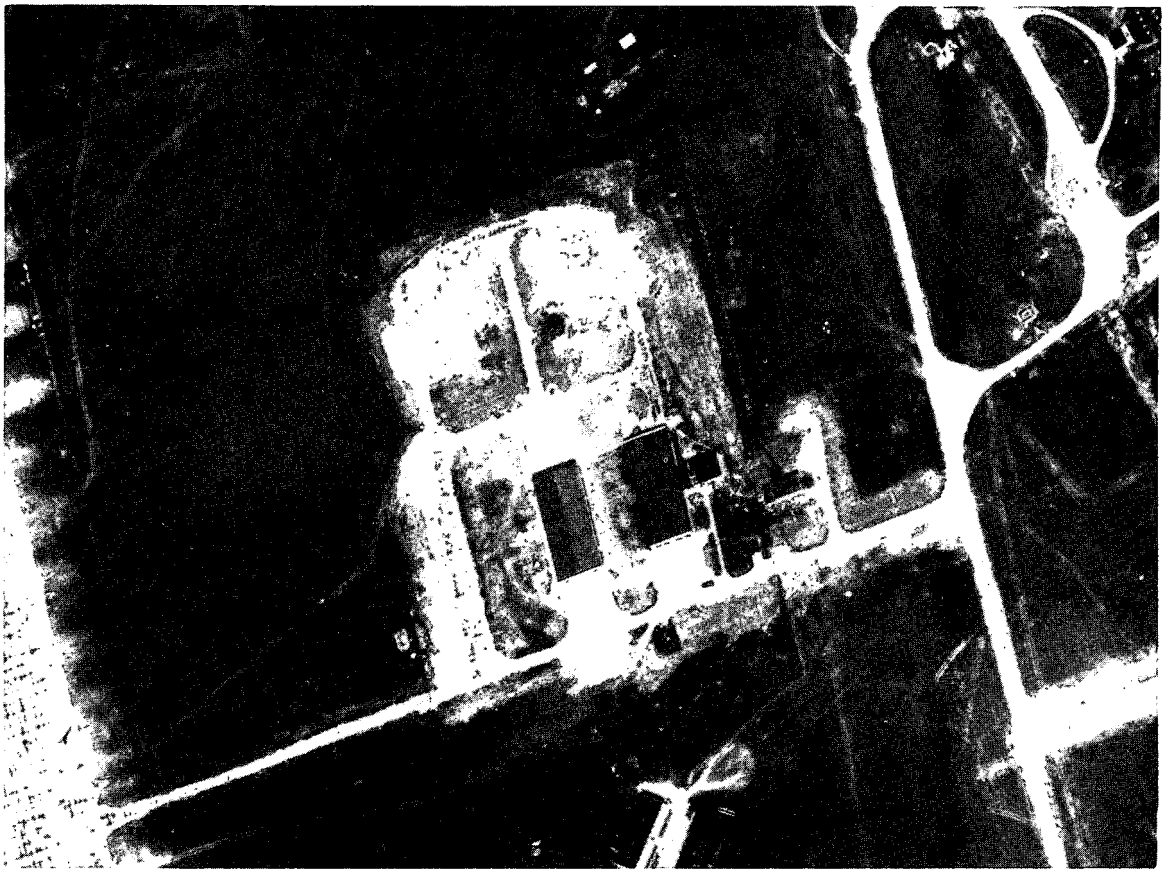
Adjoining section is [redacted]

1 large drive-through building [redacted]

1 heating plant [redacted]

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





Orsha Airfield Southwest Probable ASM Facility, USSR
54-26N 30-18E

1 large drive-through building with adjoining section, [redacted] feet

Drive-through portion has four doors, [redacted]

Adjoining section is [redacted] overall with a two-story section, [redacted]

1 large drive-through building, [redacted]

1 heating plant, [redacted]

2 large parking aprons/hardstands under construction. The overall dimensions of one are approximately [redacted]

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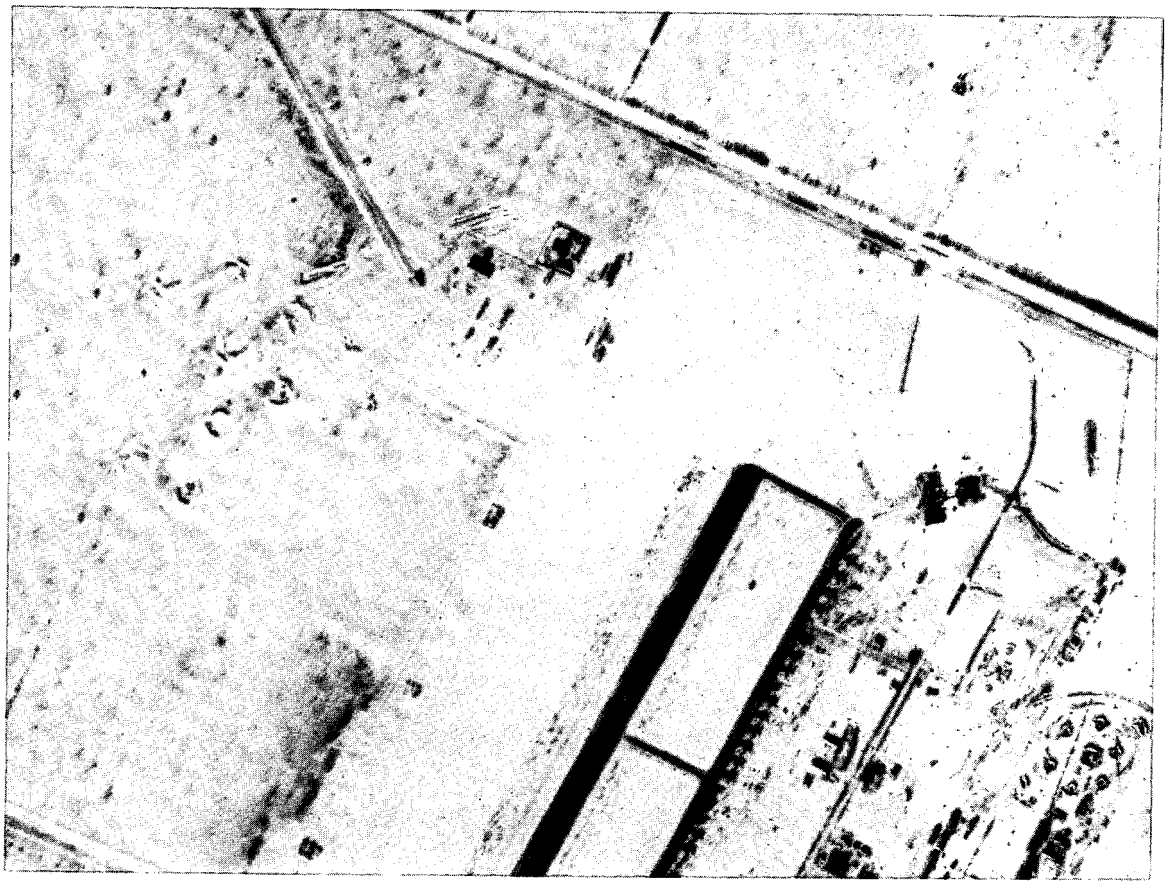
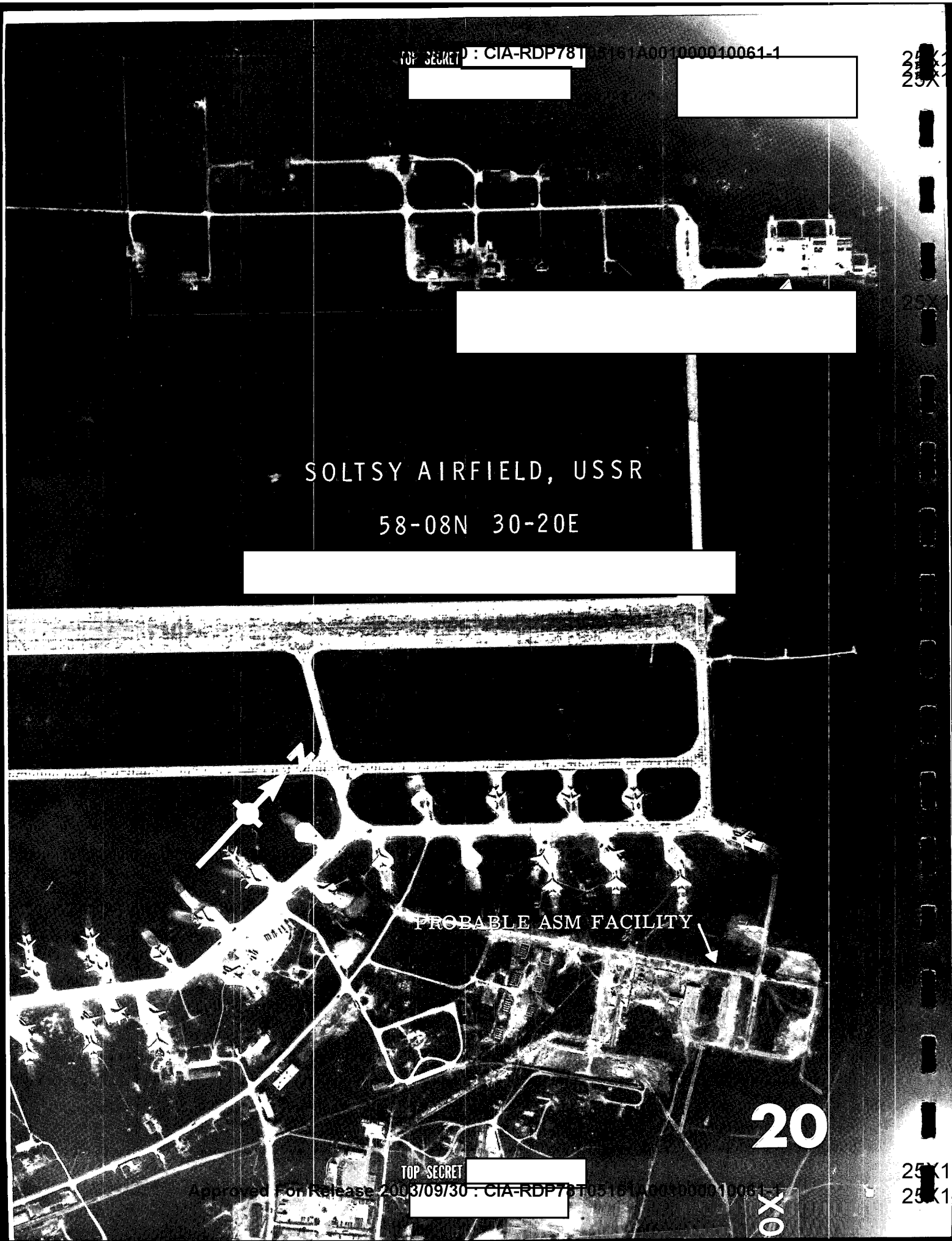


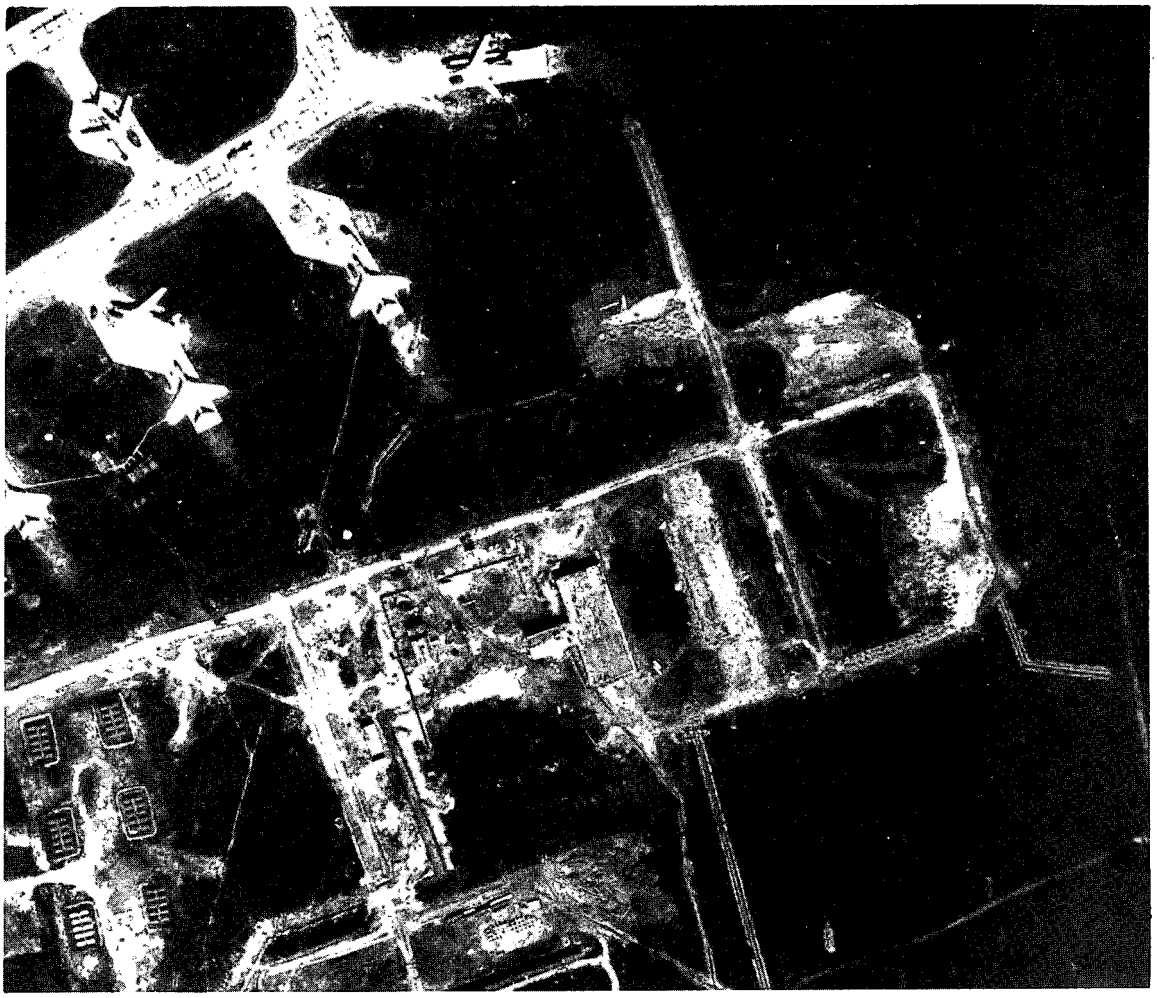
Priluki Airfield Probable ASM Facility, USSR
50-34N 32-19E

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

Adjoining section is 80 by 35 feet.



25X1
25X1



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

[redacted]

25X1

1 large drive-through building with adjoining section, [redacted] feet

25X1

Adjoining section is [redacted] overall with a two-story section [redacted]

25X1

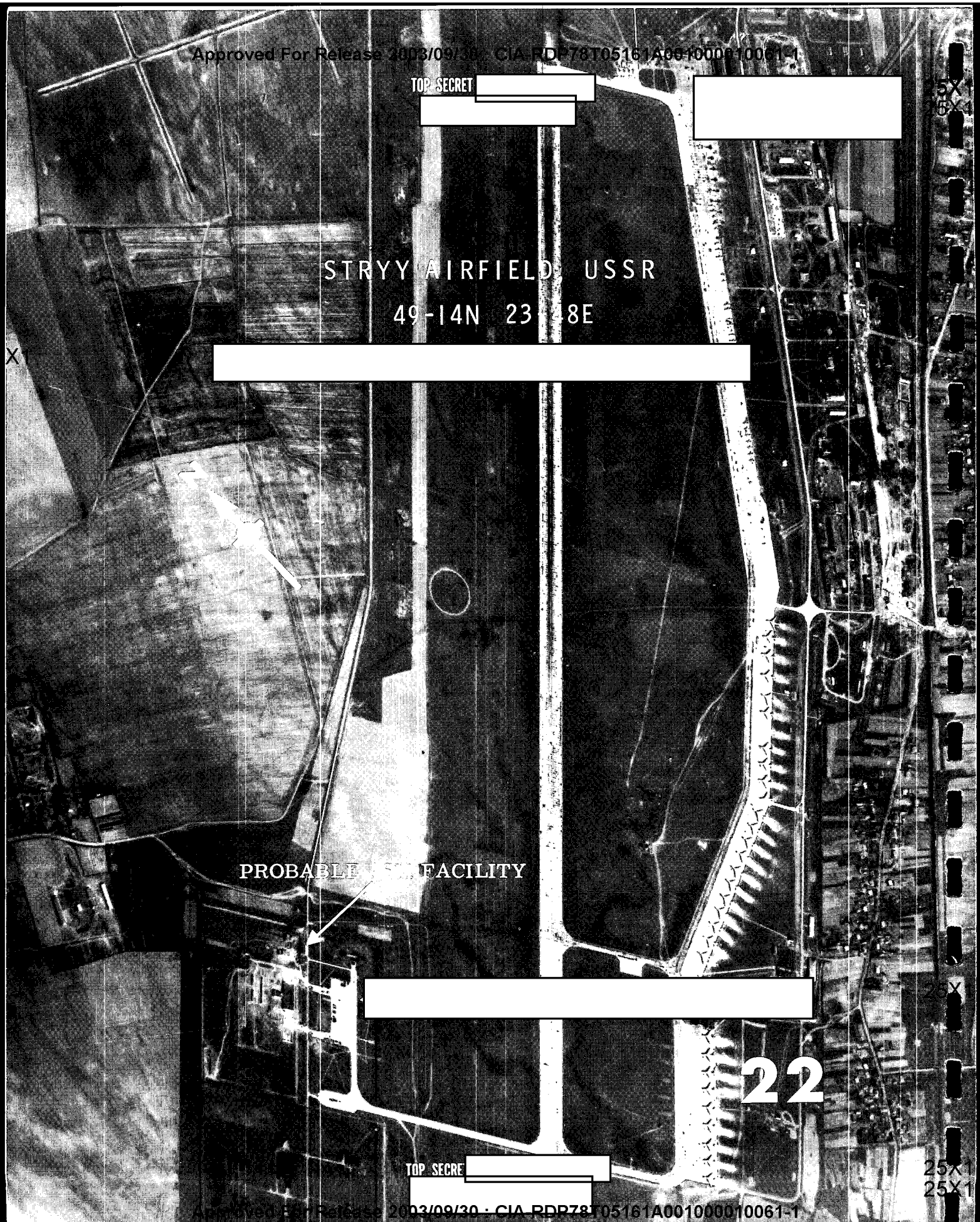
1 large drive-through building under construction, [redacted]

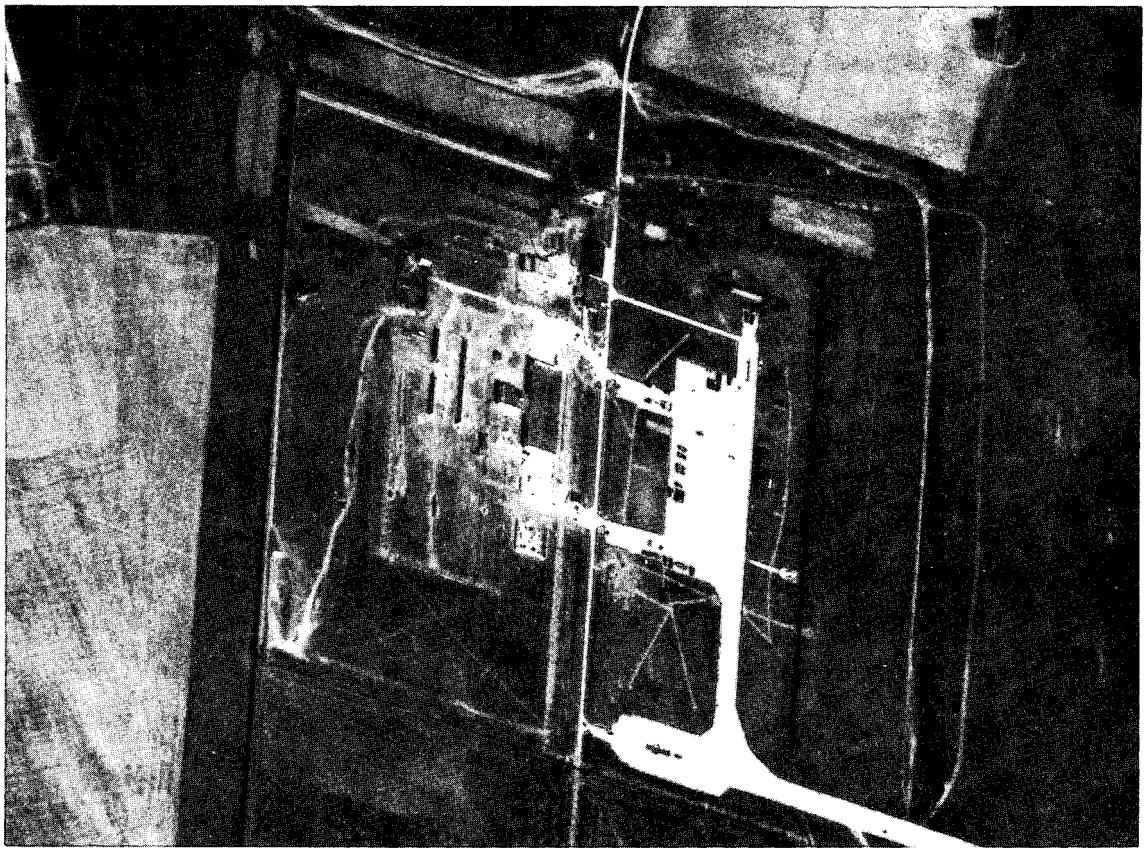
25X1

1 heating plant [redacted]

21

25X1
25X1





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

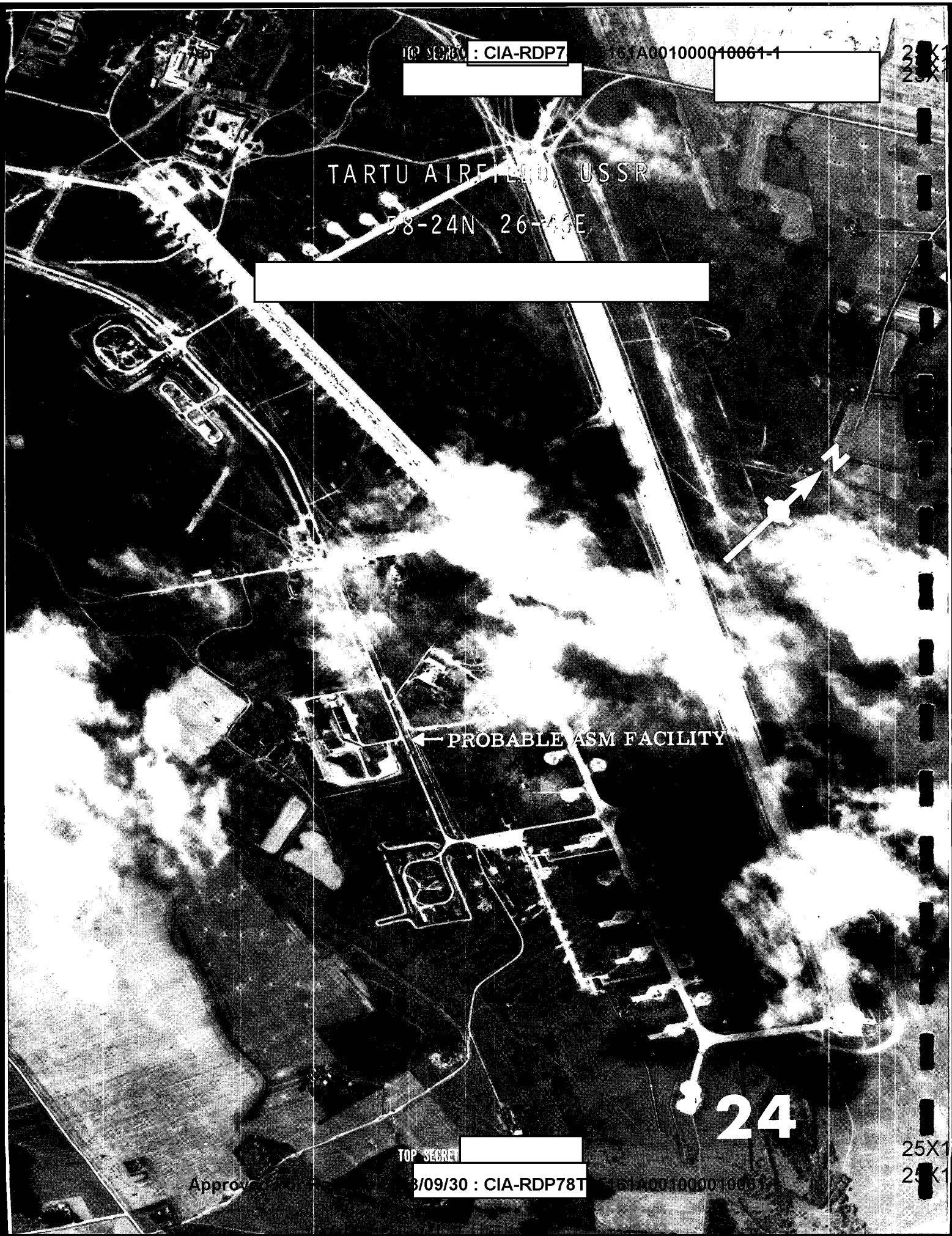
1 large drive-through building with adjoining section,

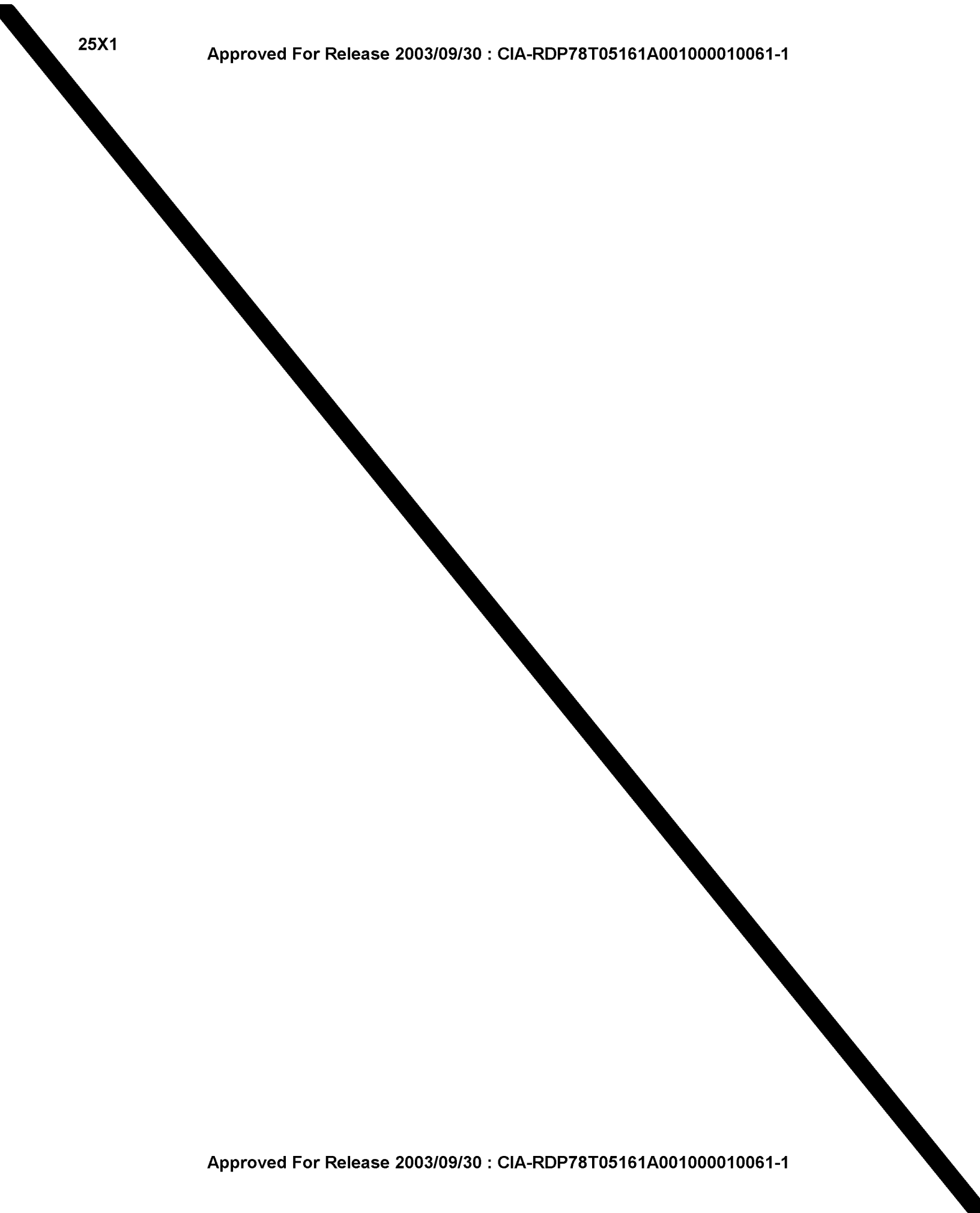
Drive-through portion has four doors,

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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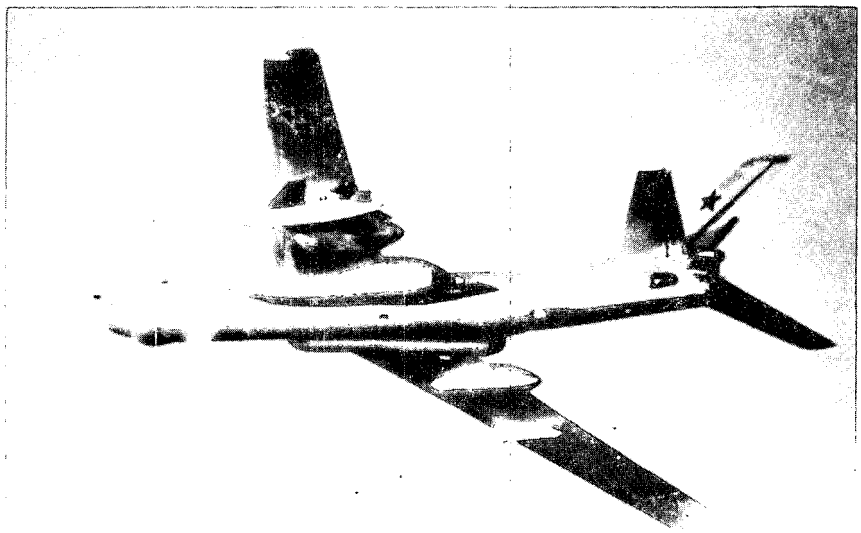
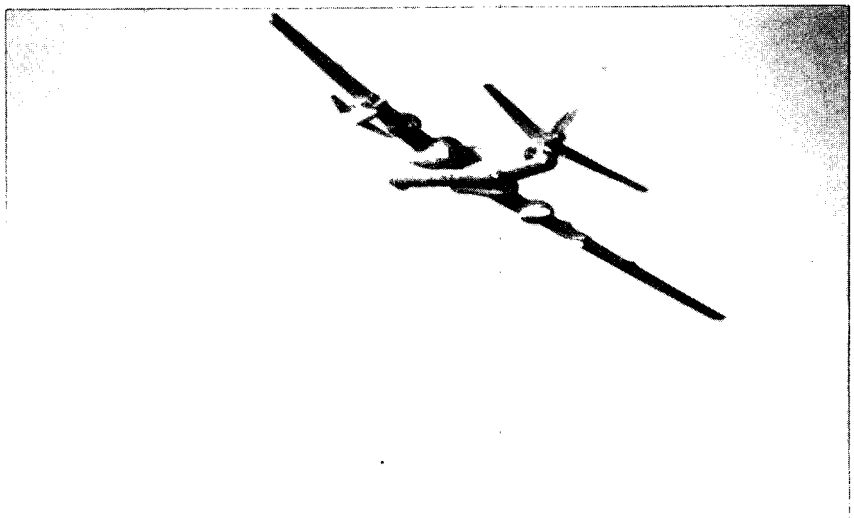
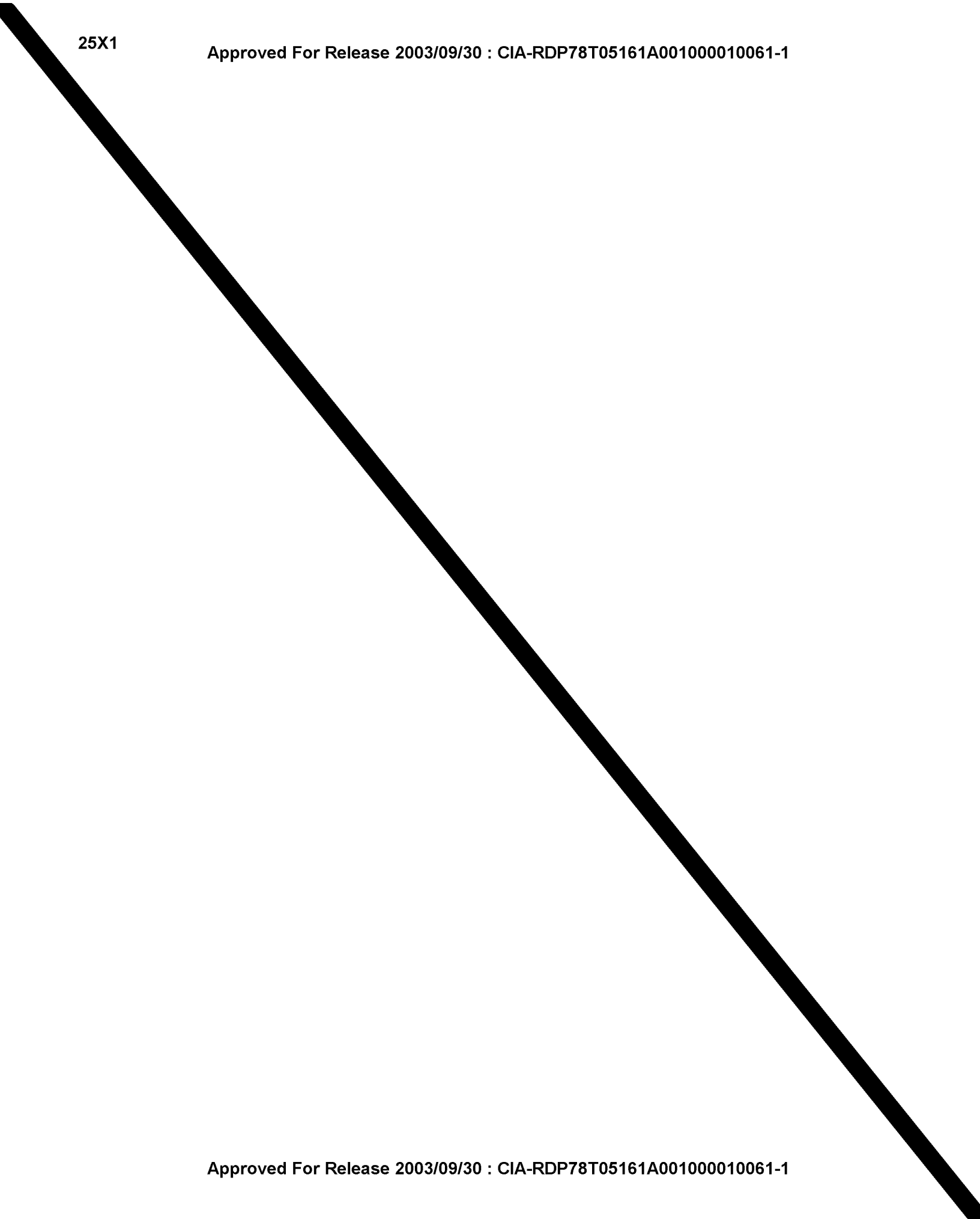




TWO VIEWS OF BADGER AIRCRAFT OVER BARENTS SEA (71-47N 34-28E)

CARRYING NEW ASM,



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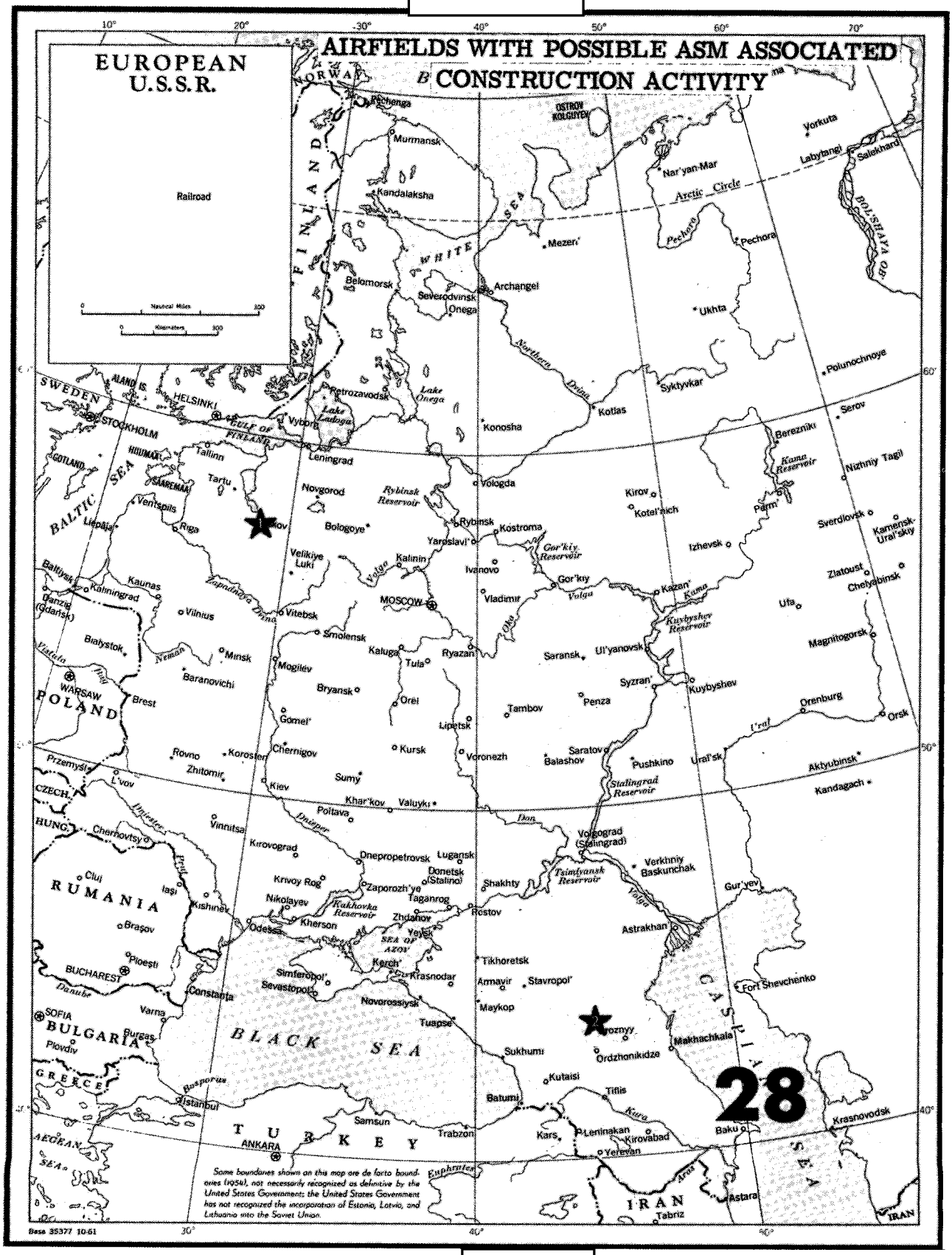

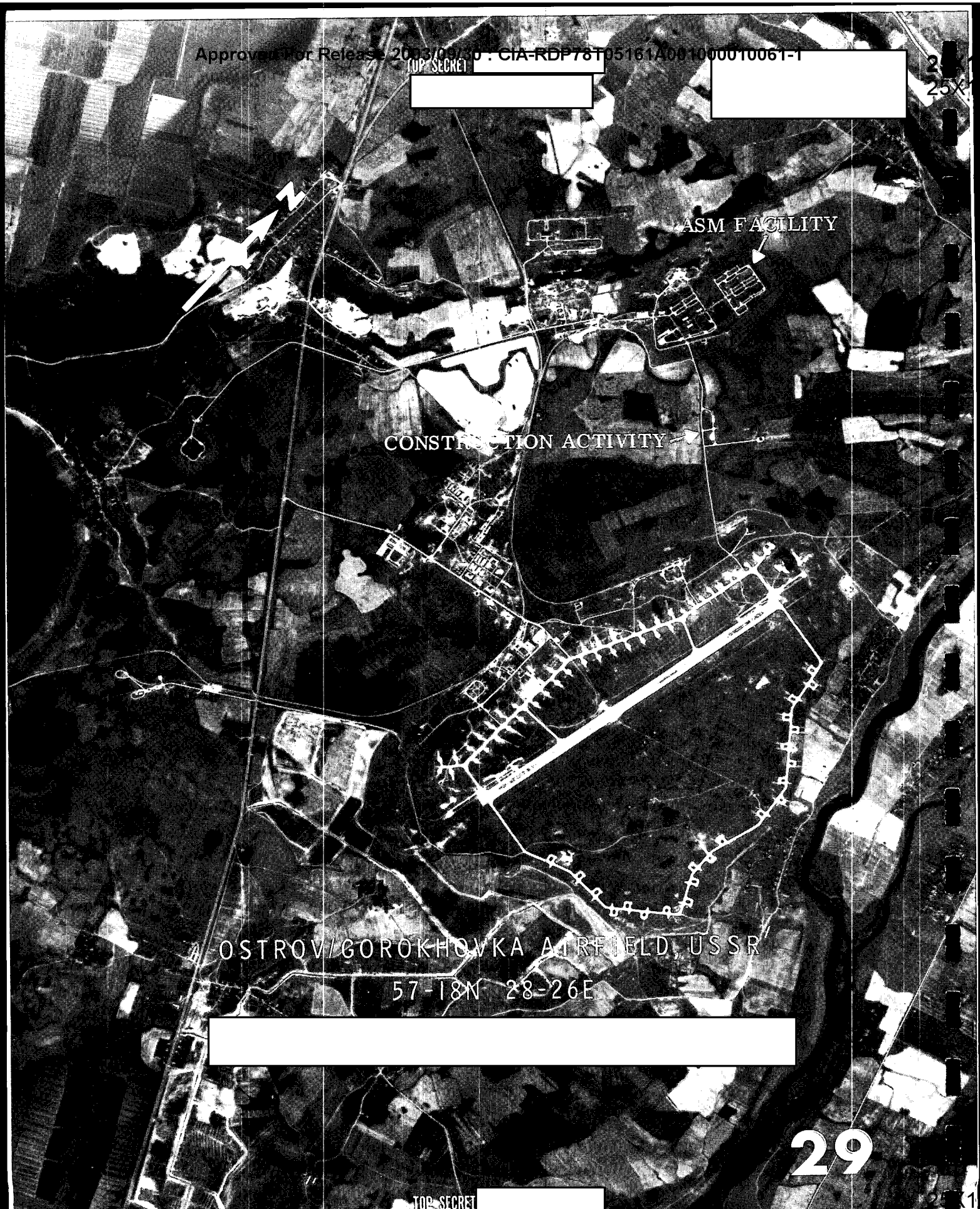

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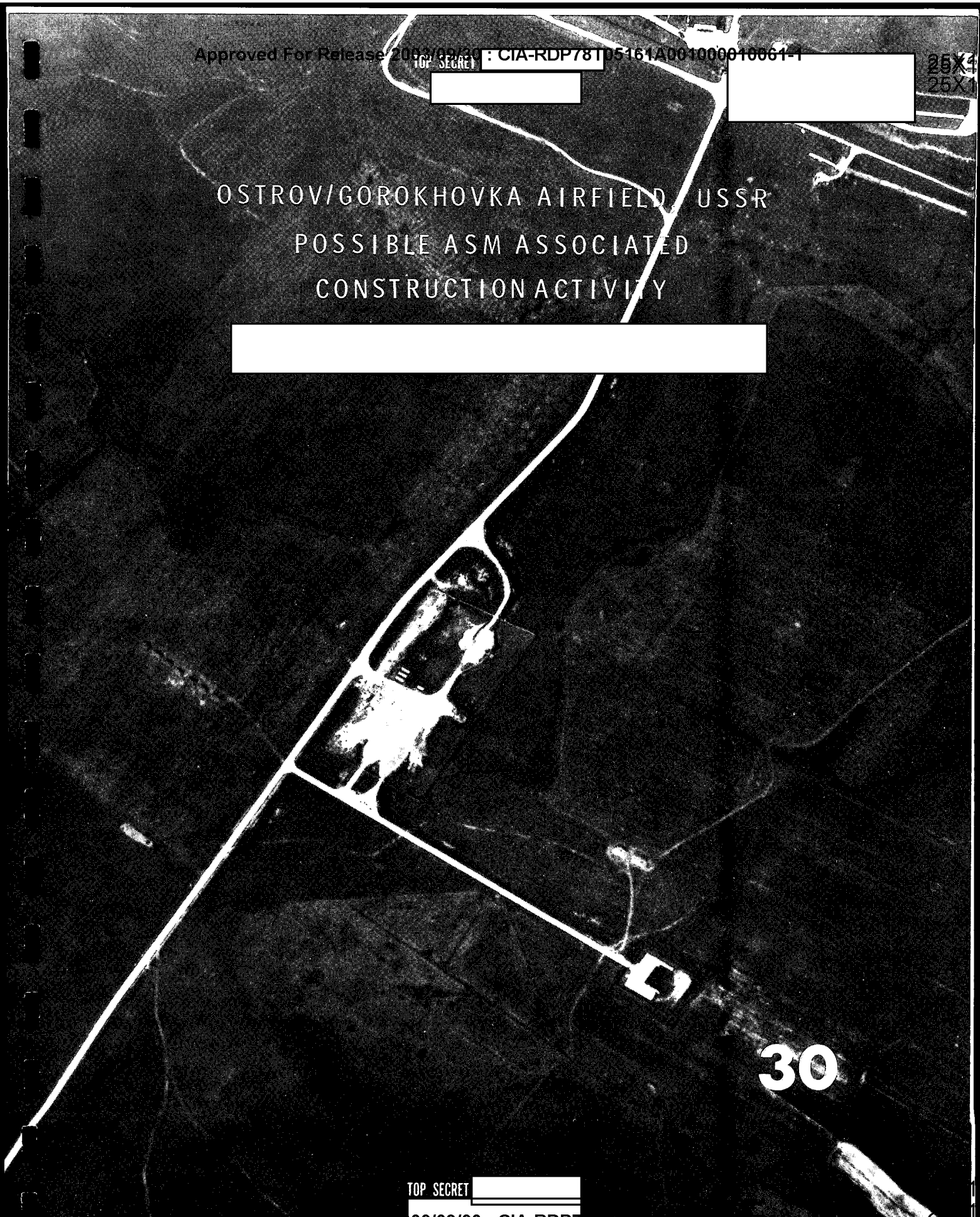
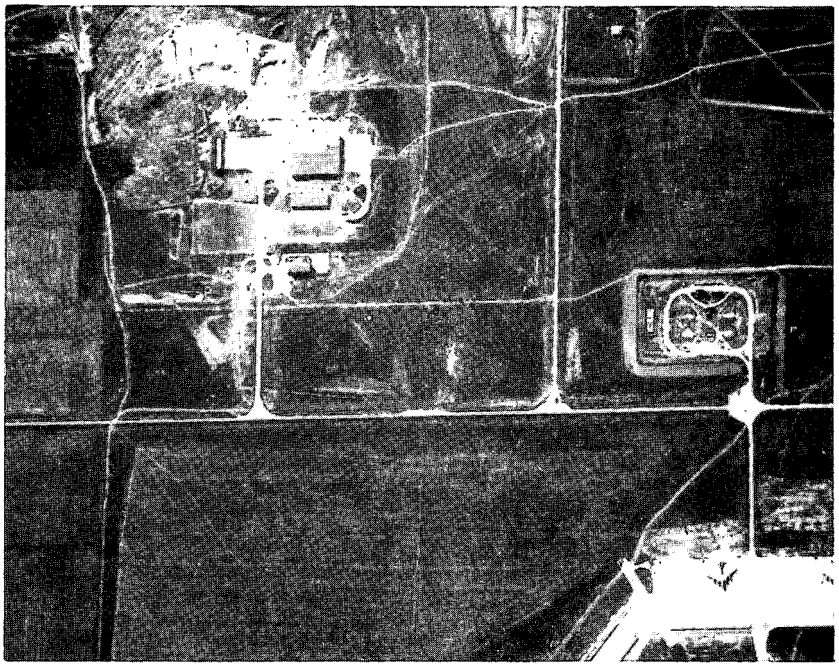


OSTROV/GOROKHOVKA AIRFIELD, USSR
POSSIBLE ASM ASSOCIATED CONSTRUCTION ACTIVITY

30



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

1 large drive-through building under construction,

1 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,

32

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CIA/PIR-71014

CIA IMAGERY ANALYSIS DIVISION

DOCUMENTS

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

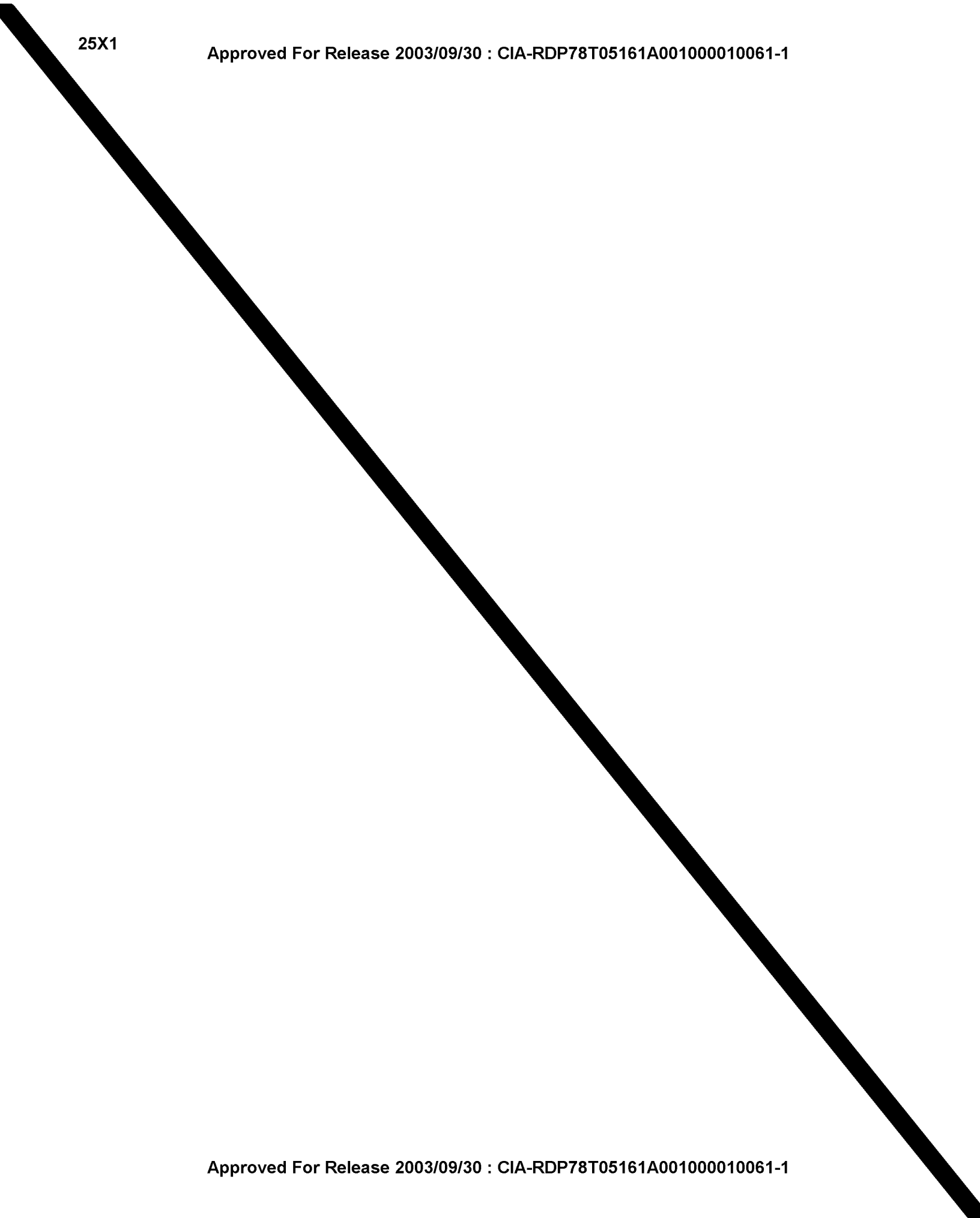
Photos of TU-16 (Badger) over Barents Sea, Summer 1966 (SECRET/

REQUIREMENT

C-SI5-82,940

CIA/IAD PROJECT

30304-6



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