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December 1964

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PHOTOGRAPHIC INTERPRETATION REPORT

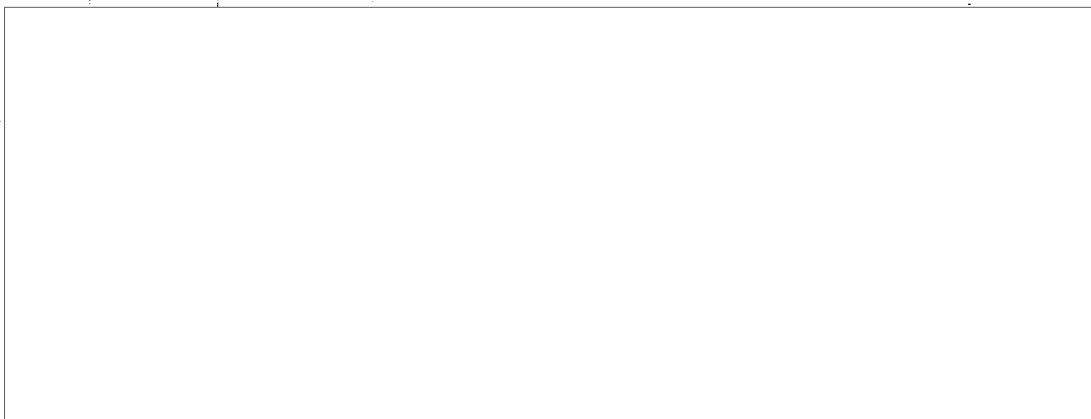
**LAUNCH COMPLEX C
KAPUSTIN YAR/VLADIMIROVKA
MISSILE TEST CENTER, USSR
AS OF APRIL 1964**



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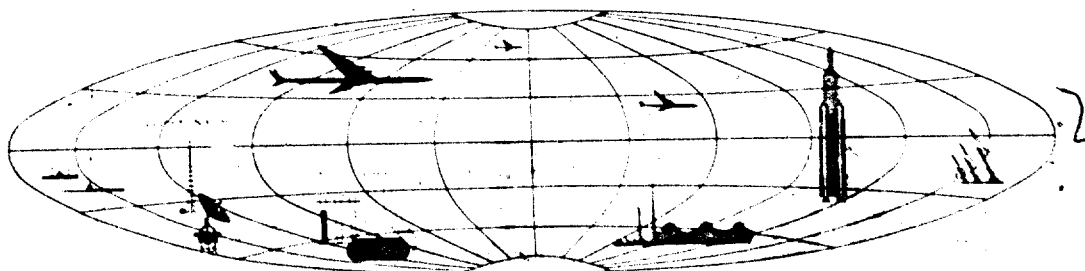


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PHOTOGRAPHIC INTERPRETATION REPORT

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PREFACE

This report is the fourth in a series* being prepared in response to requirements [redacted] UGMC-64, and DIAXX 64-14, and presents a detailed photographic interpretation of Launch Complex C, the largest of the surface-to-surface missile (SSM) complexes at the Kapustin Yar/Vladimirovka Missile Test Center (KY/VMTC) (Figure 1).



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All line drawings have been derived from unrectified oblique photography; accordingly, areas may not appear rectangular, and north arrows may not be accurate in all planes.

*The other three reports are the first three items listed under Related Documents in the Reference Section.

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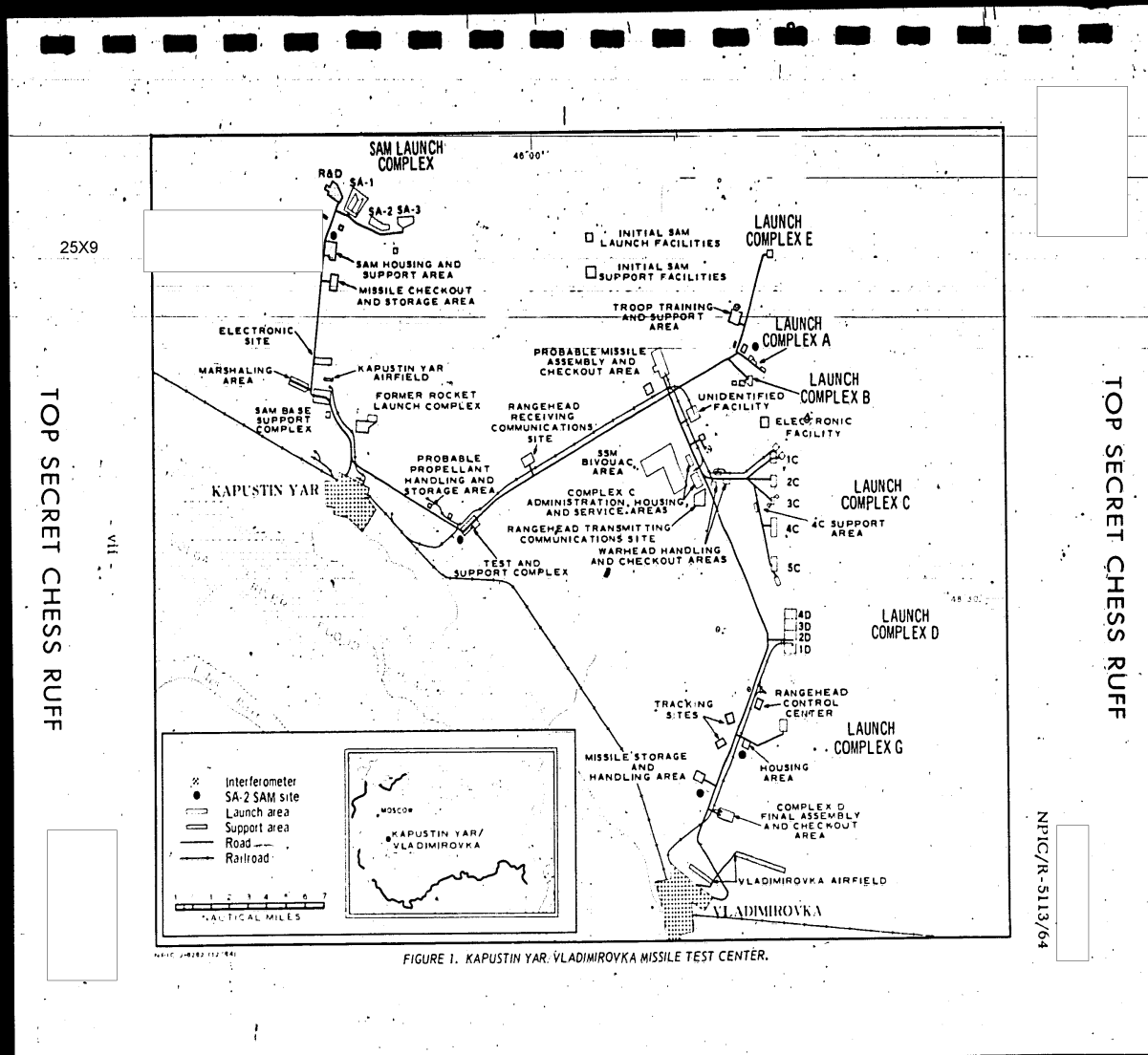
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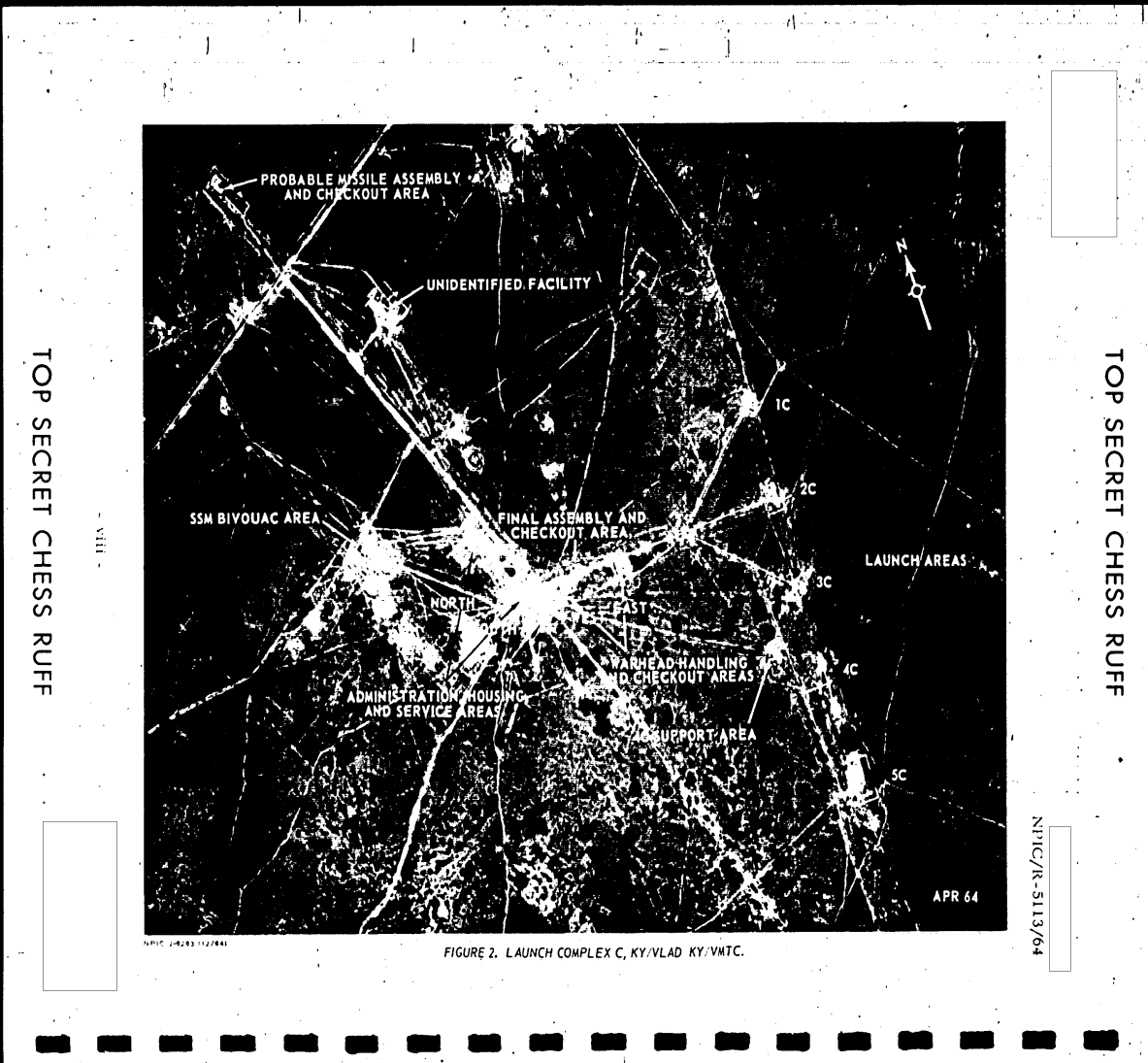
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SUMMARY

The launch areas of Complex C were the most active of all the launch areas at KY/VMTC, both in the amount of equipment present in April 1964, and in new facilities constructed since April 1962.

The associated support facilities showed

a correspondingly high level of activity, with continued construction of facilities underway; numerous vehicles present; and several units, engaged in exercises, scattered throughout the complex.

LAUNCH AREAS

Launch Complex C (Figure 2) comprises 5 launch areas, numbered from north to south. These 5 areas include 17 launch positions which in April 1964 included 2 new positions under construction at Launch Area 1C; 1 position probably being modified at Launch Area 4C; and 2 abandoned positions at Launch Area 5C.

LAUNCH AREA 1C

A major addition is observed on (April 1964), taking place at Launch Area 1C (Figure 3) and involves the construction of 2 new launch positions northeast of the older rail-served launch pad. Construction was first noted on March 1964), and consists of trenches in a V pattern extending from the old control bunker, with a large excavation at the end of each trench.

The excavations are approximately 525 feet apart and an unidentified object and a small structure under construction are located between them. The northwest excavation contains a 50-by 20-foot control/terminal room, similar to that observed at the IRBM sites in Cuba, and 2 unidentified structures. An additional unidentified structure is located next to the excavation.

The southeast excavation contains a foundation for a control/terminal room and 2 uniden-

tified structures. An additional unidentified structure and 5 vehicles are located next to the excavation. A conduit has been laid for approximately 90 feet in the trench to the northwest excavation. Construction material is located along the western edge of this trench.

A line drawn between the 2 excavations would be on the same azimuth, approximately 135 degrees, as a line drawn between the 2 abandoned pads at Launch Site 5C2. The access roads across the pads at Launch Site 5C2 are on an azimuth of approximately 45 degrees, plus or minus 5 degrees. It appears that access to the positions at Launch Area 1C will also be on an approximate azimuth of 45 degrees, plus or minus 5 degrees.

The remaining facilities are unchanged except for a building under construction north of the access road to the launch area. These facilities include the old launch pad, a rail-served 60- by 10-foot launcher/erector on this pad, 5 vehicle revetments, 3 buildings, 2 earth-mounded buildings, and a horseshoe-shaped revetment. Additional items within the area include 5 light poles situated around the old pad; a vehicle on this pad with unidentified pieces of equipment next to it; an unidentified object and construction scarring west of the pad; and 8 additional unidentified objects, and 6 vehicles

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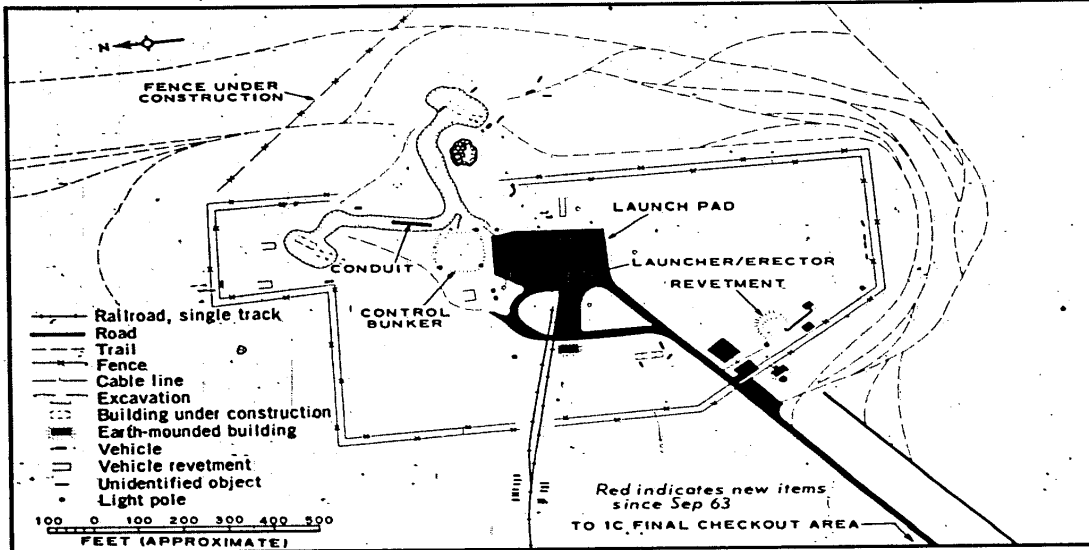


FIGURE 3. LAUNCH AREA 1C.

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positioned throughout the area. A new fence line, which will enclose the new launch positions, appears to be under construction northeast of the launch pad.

A 140- by 50-foot extension to the old launch pad, adjacent to the rail line serving the pad, had been added by April 1962 but the smaller-scale photography precluded its identification until April 1964.

An earth-mounded building with a round tank next to it is located outside the fence at the entrance to the site. There are 12 vehicles or pieces of equipment along the rail line outside the fence line. Two vehicles are in motion on the road between the launch area and the IC final checkout area, 1 heading toward and 1 away from the launch area.

The final checkout area for Launch Area IC shows no apparent change since (April 1962). The hexagonal-shaped concrete pad or apron immediately southwest of the checkout area contains a rectangular structure 140 by 20 feet. A rail line appears to lead from each end of this structure to the ends of the arms which protrude from the hexagon. On (April 1962) no object was present on the hexagon but a 70- by 20-foot object was positioned on each of the arms. These objects may slide on the rails and could be joined together, forming the rectangular structure that is now located on the hexagon. The hexagon is served only by vehicular tracks or scarring, not by improved road. A vehicle is located north of this hexagon.

LAUNCH AREA 2C

Launch Area 2C (Figure 4) is single fenced and consists of two sites, 2C1 and 2C2, each having a launch pad, vehicle stalls, a control bunker, and some on-site support buildings. The permanent facilities at this launch area remain unchanged since (April 1962);

however, a more detailed description of the facilities can be given because of the quality of photography of

The launch pad at Site 2C1 contains a ring 90 feet in diameter, which is probably the outer limit of heat-resistant concrete. A probable cable scar leads from the front of this pad northeast to an unidentified object within the fence line. A small building 30 by 25 feet and an unidentified object are located south of the 2C1 vehicle stalls. A low rectangular structure 130 by 50 feet is located north of these vehicle stalls.

The launch pad at Site 2C2 also contains a ring 90 feet in diameter, probably marking the outer limit of special heat-resistant concrete. A probable launch pedestal is in the center of the pad. A probable cable scar leads from the front of this pad southeast to an unidentified object within the fence line. A small building 25 by 25 feet is located off the northwest edge of the pad. A low, rectangular structure, 120 by 50 feet, is located north of the 2C2 vehicle stalls, and another rectangular structure 130 by 50 feet is south of these stalls.

An earth-mounded control bunker, 90 by 85 feet, is located between the 2 launch pads. Two entrances are visible, 1 at the northwest corner and 1 at the southwest corner of the bunker. Two probable periscope-type objects and an unidentified object are located on top of the control bunker.

Six vehicles are in the area: a cargo truck and a small unidentified vehicle are parked immediately north of the control bunker; a cargo truck and an unidentified vehicle are leaving the pad at Site 2C1; a possible cargo truck is parked on the pad; and a cargo truck is parked on a prepared earth surface outside the entrance to the launch area.

The on-site support buildings are located to the rear of the launch pads at the entrance

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gate to the launch area. Table 1 shows these buildings as portrayed on Figure 4.

Table 1. On-Site Support Buildings, Launch Area 2C

Item No	Description	Dimensions (ft. approx)
1	Gable-roofed building	90 x 25
2	Flat-roofed building	70 x 35
3	Flat-roofed building	70 x 30
4	Flat-roofed building	35 x 20
5	Flat-roofed building	40 x 30
6	T-shaped security building	90 x 40
7	Flat-roofed building	25 x 15
8	Rectangular structure	50 x 10

LAUNCH AREA 3C

Launch Area 3C (Figure 5) has shown no change in facilities since photography of December 1959. In April 1964 [] an exercise was underway on the launch pad utilizing an SS-4 missile on a transporter. The missile

[] Also located on the pad is a missile erector, a launch stand, a 30-foot fuel trailer towed by a YAAZ-214 truck, two 30-foot oxidizer trailers towed by YAAZ-214 trucks, a cherry picker, an ATT-tracked prime mover, three [] support vans including 1 towing an [] medium generator, 3 possible [] water trucks, one [] long possible decontamination truck, a possible oxidizer transfer van, a [] probable H₂O₂ truck, and at least 8 unidentified vehicles.

More equipment is parked on the southwest hardstand. This hardstand is fence secured, and contains a canvas-covered missile transporter, approximately 70 feet long; 15 support vans measuring [] an open cargo truck; a possible cherry picker; and at least 15 unidentified vehicles or pieces of equipment. Positioned west of the launch pad are 3 erected

mock-up missiles, 2 of which are shown on Figure 5.

The 3C Final Checkout Area has shown no apparent expansion since December 1959. Five unidentified-type vehicles were parked along the side of one of the buildings on April 1962 photography.

LAUNCH AREA 4C

Launch Area 4C (Figure 6) is a double-fenced area, measuring approximately 4,200 by 1,500 feet, which includes 2 prototype hardened MRBM/IRBM launch sites, 4C1 and 4C2, and a service area. It is served by a hard-surfaced road entering from the west which joins a north/south road approximately 30 feet in width, also hard surfaced, which connects with both launch sites. The northern launch site is designated 4C1 and the southern site is 4C2. The 4C service area is located between the 2 sites.

The initial construction for Launch Area 4C was noted on KEYHOLE photography of August 1960 [] Subsequent coverage of June 1961 [] afforded the first observation of Launch Site 4C1 in a mid-stage of construction; however, Launch Site 4C2 was only visible through clouds and cloud shadow. Both sites were observed on later KEYHOLE photography of April 1962 [] By this time all of the facilities at both launch sites were nearly complete or complete and a direct correlation could be made between them and a number of deployed Type IV MRBM/IRBM sites. An analysis of larger-scale KEYHOLE coverage of April 1964 [] revealed no major changes in the permanent facilities at Launch Area 4C since April 1962. The following descriptions are taken from this later coverage which permits a more detailed interpretation of the facilities.

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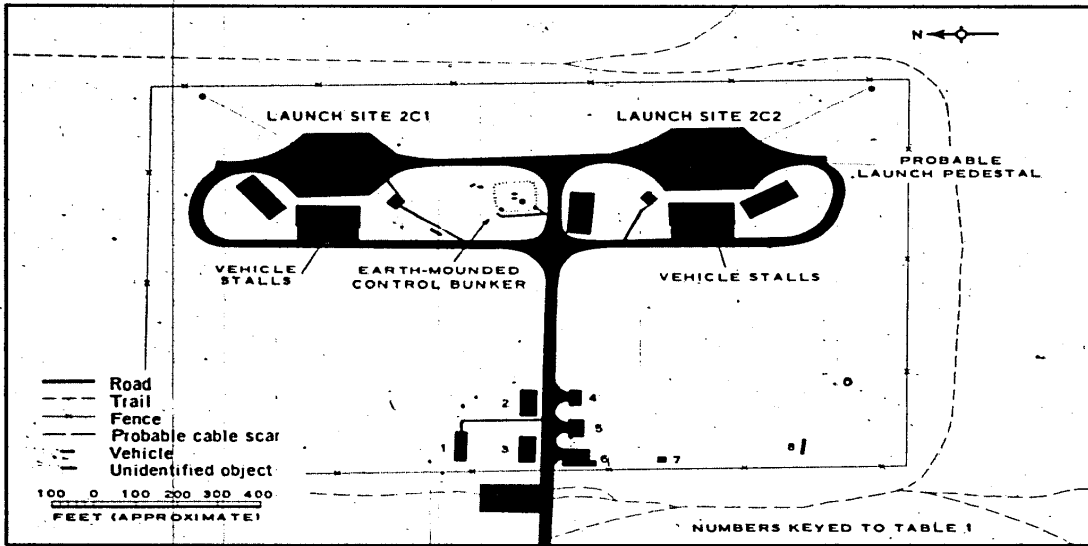


FIGURE 4. LAUNCH AREA 2C.

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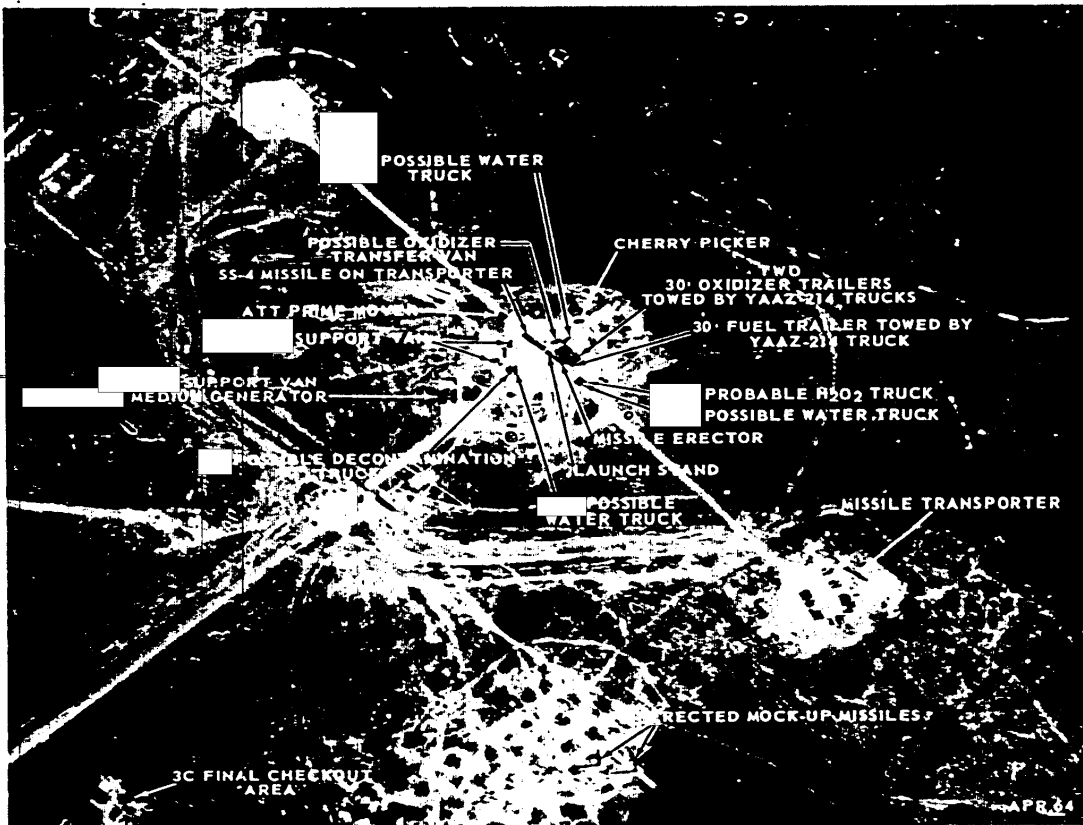


FIGURE 5. LAUNCH AREA 3C.

Launch Site 4C1

Launch Site 4C1 (Figure 7), the MRBM prototype, contains 4 hardened launch silos served by a loop road which encircles a slightly-mounded control bunker. Each of the 4 silos has a rectangular concrete cover with a dome-shaped top. On April 1964 coverage [redacted] the western forward silo cover is in the open position; the eastern forward silo cover

had been moved about 115 feet to the north and a tall structure surmounts the silo. This may indicate that the eastern silo, at that time, was being modified or repaired. Buildings in the immediate vicinity of the launch site include 3 buildings immediately north of the loop road and another about 300 feet southwest of the western rear silo. A conduit or earth scar leads north from the launch silos, connects or passes by each of 3 buildings, and terminates at a small

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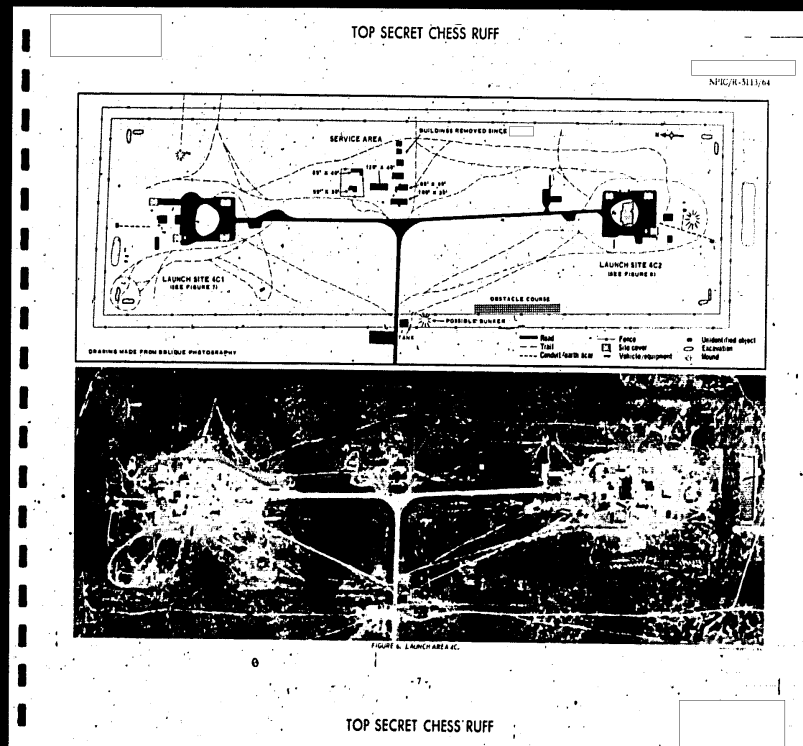
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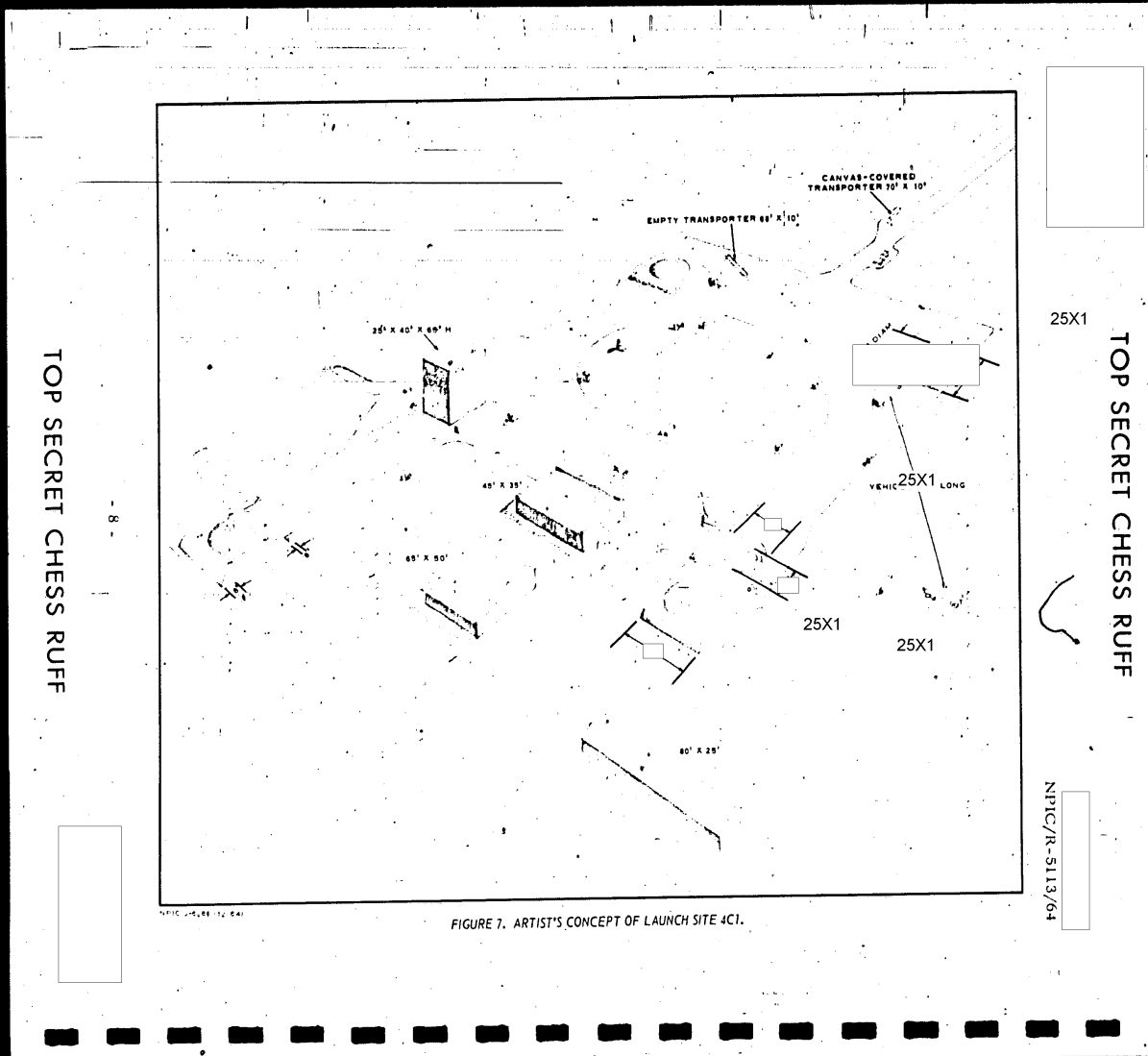
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structure approximately 450 feet north of the loop road. Directly west of this small structure is a large rectangular pond. Another conduit or earthen scar extends from a circular mound located about 250 feet east of the launch silos to a larger pond. The launch site appears to be quite active in April 1964. A canvas-covered missile transporter is parked in a widening of the access road just south of rear silos; an empty missile transporter is near the eastern rear silo; and at least 16 trucks and vehicles are observed in the immediate site area.

Launch Site 4C2

Launch Site 4C2 (Figure 8), the IRBM prototype, contains 3 hardened silos arranged with the same relationship to each other and to the loop road as are the components of Launch Site 4C1. This site, however, differs from 4C1 in that it contains 3 instead of 4 silos. Also, the rear silo at 4C2 is positioned to the left and rear of the slightly-mounded control bunker whereas the rear silo at all other deployed hard IRBM launch sites is positioned to the right and rear of the mounded control bunker. Two buildings are situated just south of the southwestern silo. A possible conduit leads south from this silo for a distance of about 450 feet and connects with an unidentified structure. Midway along this possible conduit a branch conduit extends to the east and connects with a large circular bunker. A rectangular pond is located just south of and outside the double fence securing the launch site. Two parking aprons, one on each side of the access road, are on the north side of the launch site. A building is adjacent to the eastern apron and 3 trucks are parked on the western one. Additional activity seen on the site road network includes 1 probable missile transporter, 2 empty missile transporters, 5 probable tractor trailers, and 15 trucks or vehicles. Four other vehicles are parked in a nearby area.

4C Service Area

The 4C Service Area is located at the junction of the access road to the launch area and the north/south road. In April 1964 it contains 5 buildings, 2 of which are within a fenced area. Four other buildings which were apparent on April 1962 photography have since been removed. Four vehicles are observed within the service area.

A guard house with a tank along its southern side, a building, and a possible small bunker are located near the entrance to Launch Area 4C. A parking apron, outside the fence and along the north side of the access road, contains 3 trucks and 3 other vehicles.

4C Support Area

A major portion of the 4C Support Area (Figure 9), located 0.5 nautical miles (nm) northwest of Launch Area 4C, appears dismantled on (April 1964). Previous coverage of April 1962 revealed 27 buildings or structures in the main portion of the support area, a fenced electrical substation and adjacent tent area immediately south of the building area, and a building and 3 rows of 12 unidentified objects to the southwest. These 12 unidentified objects appear as linear mounds, and have no associated road network.

An analysis of the photography covering the support area subsequent to April 1962 indicates that the dismantling of the buildings began sometime after April 1963. Of the 27 buildings or structures discernible in the building area on only 16 remain, and 2 of these were partially dismantled.

No changes are noted in the electrical substation which consists of a building and an adjacent transformer yard. The adjacent tent area has been evacuated.

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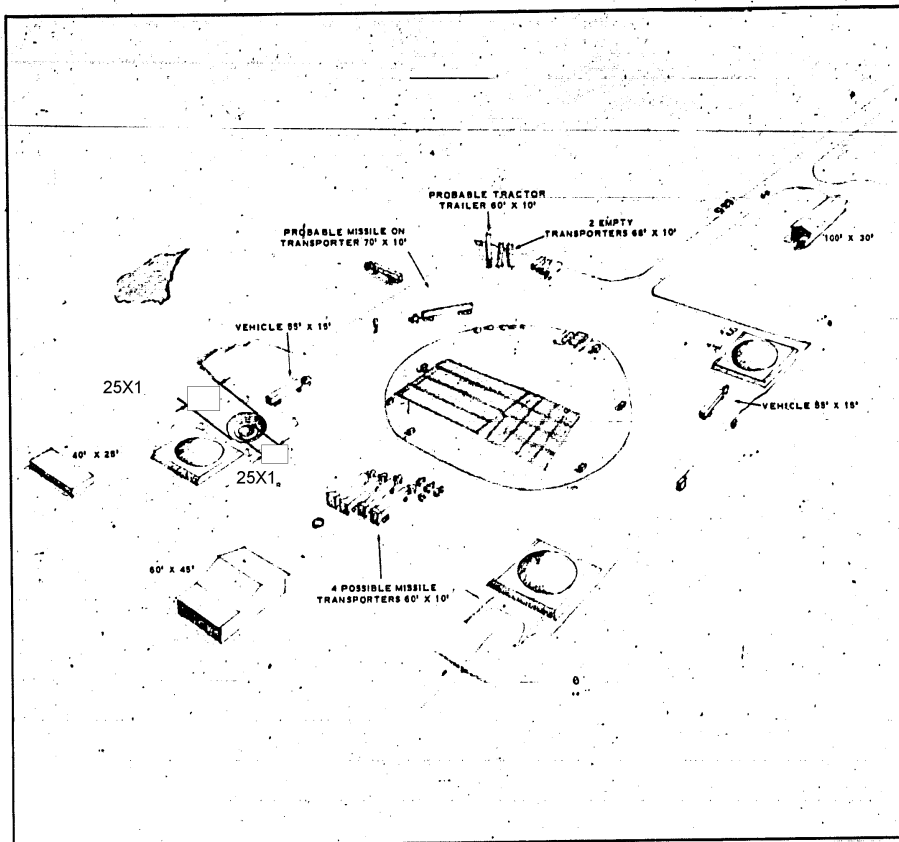
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FIGURE 8. ARTIST'S CONCEPT OF LAUNCH SITE 4C2.

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FIGURE 9. SUPPORT AREA, LAUNCH AREA 4C.

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LAUNCH AREA 5C

Launch Area 5C (Figure 10) consists of 2 soft launch sites. The northern site, 5C1, is complete; the southern site, 5C2, was apparently abandoned in a late stage of construction.

Launch Site 5C1 was not present on photography of August 1960, and was first observed under construction on photography of June 1961. It was still under construction on [redacted]

[redacted] and apparently was complete by September 1963 [redacted] at which time perimeter security appeared to be established.

Launch Site 5C2 was also first observed in June 1961, but no construction activity appears to have taken place since April 1962. This site has never had perimeter security completely installed, and structures which were partially completed in April 1962 have shown no construction activity since then.

Launch Site 5C1 has 2 elongated pads measuring approximately 355 by 65 feet, with a central rectangular area approximately 70 by 65 feet. At least 15 vehicles or pieces of equipment were present at Launch Site 5C1 on [redacted] including 2 probable SCUD-type missiles on probable transporter, erector,

launchers (TEL) on the northern pad. These probable missiles have a total length of [redacted] which would also include the blast deflector at the rear if the missile is on a SCUD-type launch chassis. The probable TELs are [redacted] wide, the width of the SCUD TEL. Associated with these 2 missiles are 2 possible tank trucks 40 [redacted] feet long.

A missile [redacted] 70 feet long and [redacted] wide, partially canvas covered and on a transporter, is at the southern pad. Also on this pad is a possible erector 50 feet long. On a hardstand just east of the southern pad are 2 vans, [redacted] 10 feet. An open-framework possible missile transporter, 70 [redacted] feet long, is parked on another hardstand to the east, together with a cherry picker, [redacted] long, [redacted]

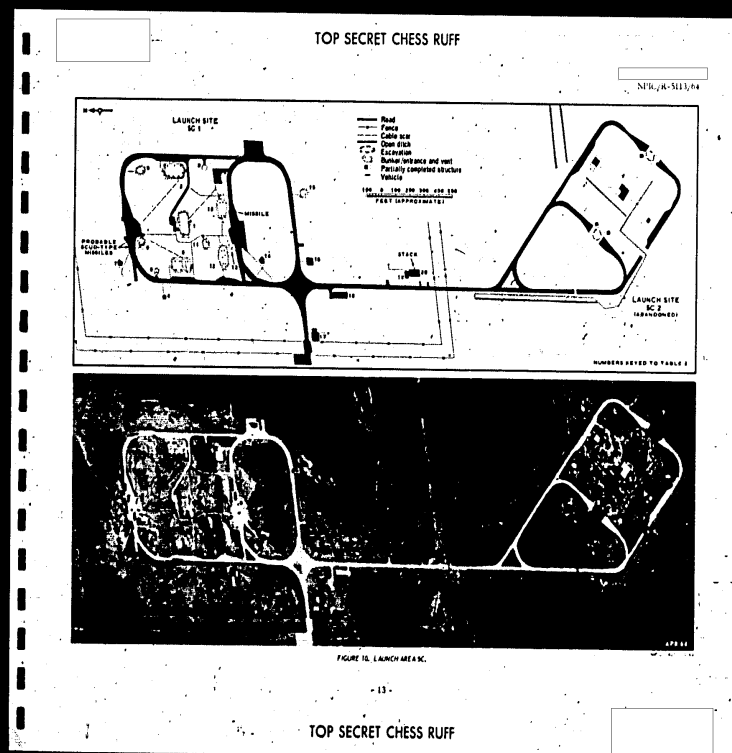
A possible tank trailer towed by a prime mover, and having a total length of approximately 60 feet, is located in the western part of the road system of the site. A possible A-frame crane with a total length of approximately 60 feet is in the northeastern corner of the site.

Table 2 gives a list of structures and bunkers keyed to Figure 10.

Table 2. Structures and Bunkers, Launch Area 5C

Item No	Description	Dimensions* (ft. approx)	Remarks	Item No	Description	Dimensions* (ft. approx)	Remarks
1	Bunker	135 x 60	Three entrances, north side	10	Bunker	85 x 35	Entrance at each end
2	Bunker	120 x 65	Entrance at each end	11	Bunker	45 x 35	
3	Bunker	120 x 50	Entrance at each end; 20 x 50 raised section	12	Bunker	80 x 30	Entrance at each end
4	Flat-roofed building	30 x 25	Possible instrumentation on roof	13	Bunker	40 x 25	
5	Drive-in bunker	35 x 30		14	Unidentified structure	30 x 25	
6	Bunker	40 x 25		15	Bunker	30 x 25	
7	Unidentified structure	35 x 20		16	Flat-roofed building	45 x 45	
8	Bunker	45 x 35	Extended entrance 15 x 10	17	Typical security building	60 x 50	
9	Drive-in bunker	35 x 30		18	Gable-roofed building	100 x 30	
				19	Flat-roofed building	45 x 30	
				20	Thermal plant	80 x 45	Adjacent stack

*All bunker measurements are taken at the top of the bunkers.



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OPERATIONAL SUPPORT FACILITIES

FINAL ASSEMBLY AND CHECKOUT AREA

Launch Complex C Final Assembly and Checkout Area (Figures 11 and 12), located 2.7 nm west of Launch Area 2C, and across the road from the Warhead Handling and Checkout Areas East and West, has had no changes in major components and no new major construction since April 1962 [redacted]. The area, which is wall-secured, measures 1,440 by 475 feet and is road and rail served. There are 14 buildings within the area, most of which are situated around a large concrete apron.

Four rail lines enter the area, 2 enter and go through the largest building, 1 serves a conveyor line to the heat plant, and 1 bypasses the apron and buildings and continues on to Launch Area 1C. Another rail siding on this line to Launch Area 1C bypasses the area to the north. The largest building (Item 1, Figure 12), the assembly and checkout building, is a rail-through building with 2 rail lines continuing across the apron to the probable assembly and

checkout building (Item 2). Two other tracks also connect these 2 buildings.

The area also contains a coal-fired heat plant (Item 8) which is served by a conveyor line from one of the rail spurs, and an administration/security building (Item 7) at the western road entrance to the area. In addition there are 9 smaller buildings along the southern edge of the apron between the 2 road entrances, and 4 small rectangular handstands (Item 9) are located near the northern wall. Activity was noted in April 1964 [redacted] in the form of equipment and rail cars positioned throughout the area. A possible crane, which may be on tracks, is located adjacent to the northwest corner of the large assembly and checkout building. Two, and possibly 3, flat cars containing 2 crates or canisters, each measuring [redacted] 10 feet, are on the tracks west of this building. Another string of flat cars with 3 crates or canisters on them is on the track which bypasses the apron. One of the crates measures [redacted] 10 feet and the other 2 measure

Table 3. Facilities, Final Assembly and Checkout Area

Item	Description
1	Rail- and road-through assembly and checkout building, 200 by 130 feet; 200- by 70-foot gable-roofed clerestory section, approximately 55 feet high, flanked by two 200- by 30-foot shed-roofed shops, approximately 25 feet high.
2	Rail- and road-entered probable assembly and checkout building, 180 by 70 feet, probably gable roofed, with shed-roofed structure, 30 by 15 feet, on south side.
3	Single-story, gable-roofed building, [redacted] 30 feet, with probable vehicle entrance on north side. Four probable vehicles adjacent to south side of building measure approximately 35 by 10 feet, 25 by 10 feet, 20 by 10 feet, and 15 by 10 feet.
4	Single-story probable drive-in building, 50 by 25 feet.
5	Single-story, flat-roofed probable administration or laboratory building, 75 by 40 feet; served only by personnel entrance.
6	Single-story, flat-roofed building, 33 by 20 feet; served only by personnel entrance.
7	Gable-roofed, L-shaped administration or security building, [redacted] 20- by 20-foot entrance on western end.
8	Probable gable-roofed heat plant, 90 by 35 feet, with adjacent stack on south side; connected by conveyor to terminus of a rail spur.
9	Four handstands, 75 by 20 feet; each contains dark circle 10 feet in diameter.
10	Four unidentified structures, each 10 feet square.
11	Low structure, [redacted] feet square; personnel walkway connects to apron.

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30 by 10 feet each. Two unidentified objects, each measuring 20 by 10 feet, are located on the same track northeast of the probable assembly and checkout building. A possible missile nose, approximately [redacted] wide, on another rail car, protrudes approximately [redacted] from the probable assembly and checkout building (Item 2).

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Parked on the apron southwest of this building are 3 transporters; 1 measures approximately 65 feet in length and the other 2 each measure approximately [redacted] in length. Two smaller vehicles are parked nearby. Eight vehicles are in a parking area across the road from the western road entrance. One measures approximately 35 by 10 feet, 3 measure approximately 25 by 10 feet and the remaining 4 are smaller.

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Table 3, keyed to Figure 12, gives a description of facilities within the Launch Complex C Final Assembly and Checkout Area.

WARHEAD HANDLING AND CHECKOUT AREA WEST

The Warhead Handling and Checkout Area West (Figures 11 and 12) is located approximately 3.0 nm behind Launch Area 2C. This area has been enlarged considerably since coverage of December 1959, although the old area apparently remains separately secured.

[redacted] (April, 1962) disclosed a large drive-through building (Item 17, Figure 12), 150 by 85 feet including extended entrances 30 by 20 feet, which was under construction approximately 650 feet east of the main area. This building, and the building described as "Building Under Construction" (Item 15) in NPIC/R-1183/64, 1/ appear to be completed on [redacted] (April 1964).

KEYHOLE [redacted] (August 1962) showed a rail spur constructed to the south of

the main area and an addition to the wall erected to the east. Photography of September 1963 [redacted] disclosed a continuation of the wall construction to the south and west, which was completed by April 1964.

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The rail spur adjoins a paved off-loading apron and contains 13 rail cars, including 6 approximately 85 feet long, and 7 approximately 45 to 50 feet long. At least 18 vehicles, including 4 probable nosecone vans measuring [redacted] feet, are located in the parking area adjacent to the Hi-Hat building (item 20), 2/ and 1 vehicle is located on the drive-through portion. Several other vehicles are noted in the area.

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Table 4, keyed to Figure 12, describes the facilities in the Warhead Handling and Checkout Area West.

WARHEAD HANDLING AND CHECKOUT AREA EAST

The Launch Complex C Warhead Handling and Checkout Area East (Figure 13) has shown expansion since 1959. By April 1962 [redacted] the fence line had been extended north and south, and enclosed an area approximately 1,000 by 455 feet. A high-bay building (Item 2, Figure 12), similar to those observed at regional storage sites in the USSR, and 4 other buildings had been constructed in the area. Photography of June 1962 [redacted] showed the high-bay building to be heavily refitted on 2 sides.

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PROBABLE MISSILE ASSEMBLY AND CHECKOUT AREA

The Probable Missile Assembly and Checkout Area (Figure 14) is road and rail served. It is located approximately 4.5 nm west of the Launch Complex A Support Area and approximately 2.5 nm northwest of the Launch Complex C Unidentified Installation. This area shows very little change since April 1962 [redacted]

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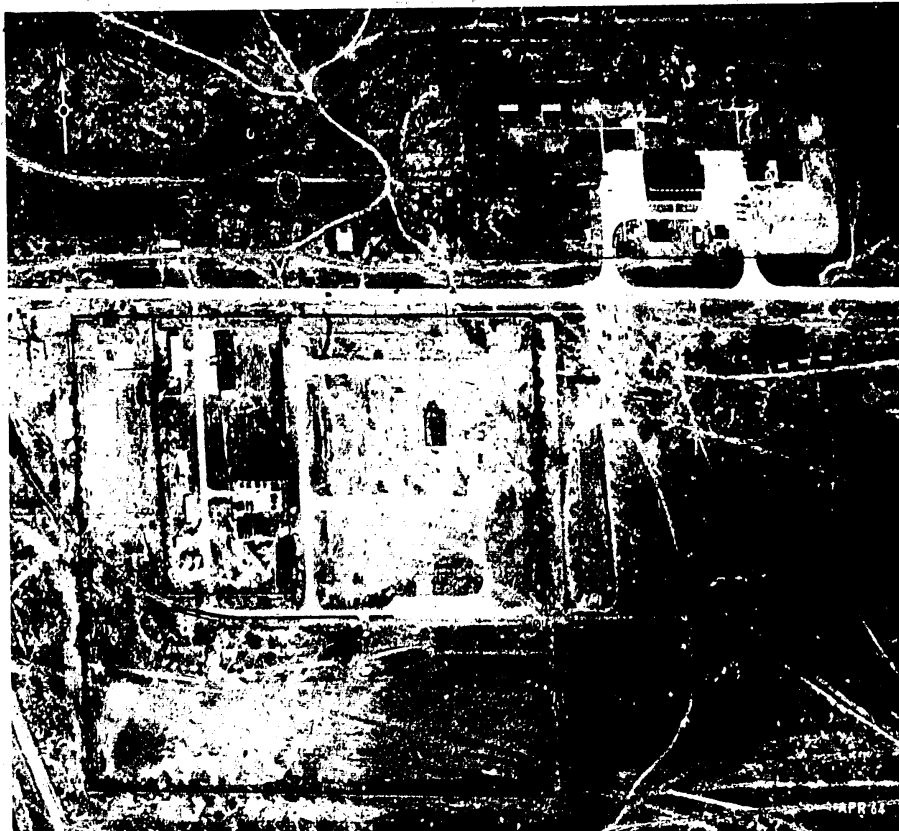


FIGURE 11. FINAL ASSEMBLY AND CHECKOUT AREA, AND WARHEAD HANDLING AND CHECKOUT AREA WEST.

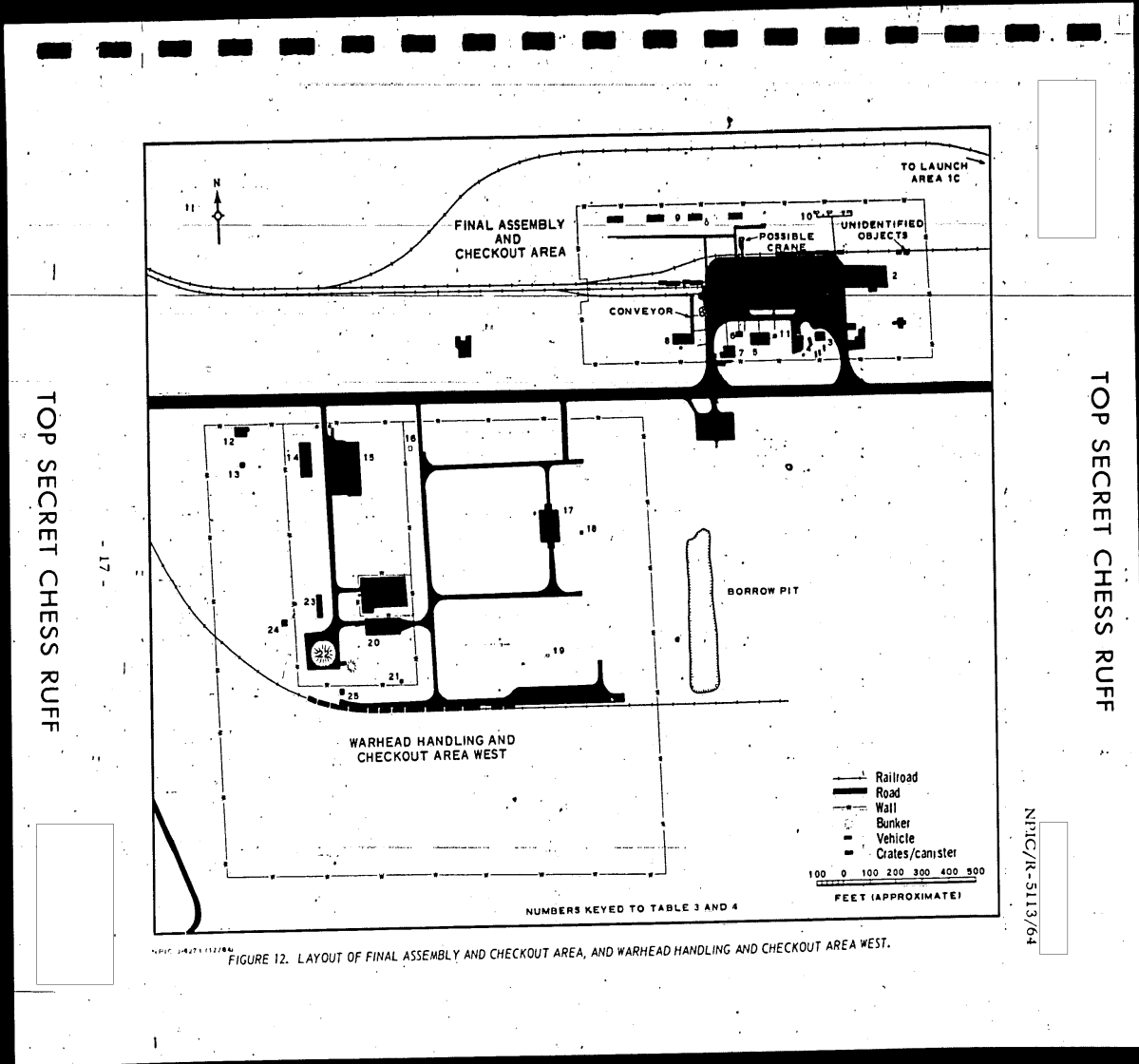
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FIGURE 12. LAYOUT OF FINAL ASSEMBLY AND CHECKOUT AREA, AND WARHEAD HANDLING AND CHECKOUT AREA WEST.

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Table 4. Buildings, Wathead Handling and Checkout Area West

Item No	Description	Height	Dimensions (ft. approx)	Remarks
12	Flat-roofed building	1-story	40 x 35	Structure has 20- by 10-foot extended entrance
13	Flat-roofed building	1-story	20 x 20	
14	Gable-roofed personnel building	1-story	110 x 50	Small gable over entrance
15	Flat-roofed vehicle shed		165 x 65	
16	Flat-roofed security building	1-story	25 x 20	
17	High-bay building		150 x 85	High bay section 110 x 45; 2 shops 110 x 20 each; 2 extended entrances each 20 x 35
18	Flat-roofed building	1-story	20 x 15	
19	Flat-roofed building	low	15 x 15	
20	Drive-through Hi-Hat building		135 x 50	
21	Flat-roofed building		20 x 20	
22	Drive-in bunker		45 diameter (at top)	
23	Flat-roofed storage shed		70 x 25	
24	Flat-roofed building		30 x 30	
25	Flat-roofed building		25 x 25	

The double-secured area contains 5 drive-through buildings, 3 of which are also probably rail entered; 4 drive-in buildings, 1 with a step-down roof; 9 administrative-type buildings; 1 large shed; and several small miscellaneous buildings. Vehicle tracks, 2 large excavations, and a possible building under construction are noted immediately to the west of the area.

UNIDENTIFIED FACILITY

An unidentified facility (Figure 15) is located approximately 3.0 nm northwest of the Final Assembly and Checkout Area at Launch Complex C, and approximately 2.0 nm south-southeast of the Probable Missile Assembly and Checkout Area.

This installation was first observed under construction in June 1962 [redacted] at which time scarring for the access road and the rail spur was evident. No evidence of any construction activity was present in April 1962 [redacted]. Continuing construction was observed in July 1962 [redacted] August 1962 [redacted] and September 1962 [redacted].

The next interpretable photography was in September 1963 [redacted] when 4 buildings could be observed. Double security fencing was evident and the area was rail served. The installation was again covered in March and April 1964 [redacted] with no apparent change between the 2 missions.

The facility is double-fenced with guard towers in all corners and midway on each side except the southwestern side where a probable security building is located. Three small structures are on the northwestern side of the facility where the rail line enters; 2 inside the fence line, and 1 outside. These structures probably have a security as well as a traffic-control function. Another fence line is apparently being constructed within the facility, and presently extends from the southeastern fence line, paralleling the rail line, for approximately 1,450 feet.

This facility is rather unique to KY/VMIC in its heavy security, the arrangement of structures, and the rail and road pattern. From the rail and road arrangement, it appears that this facility could serve as a receiving/transfer facility for rail-shipped, missile-related items.

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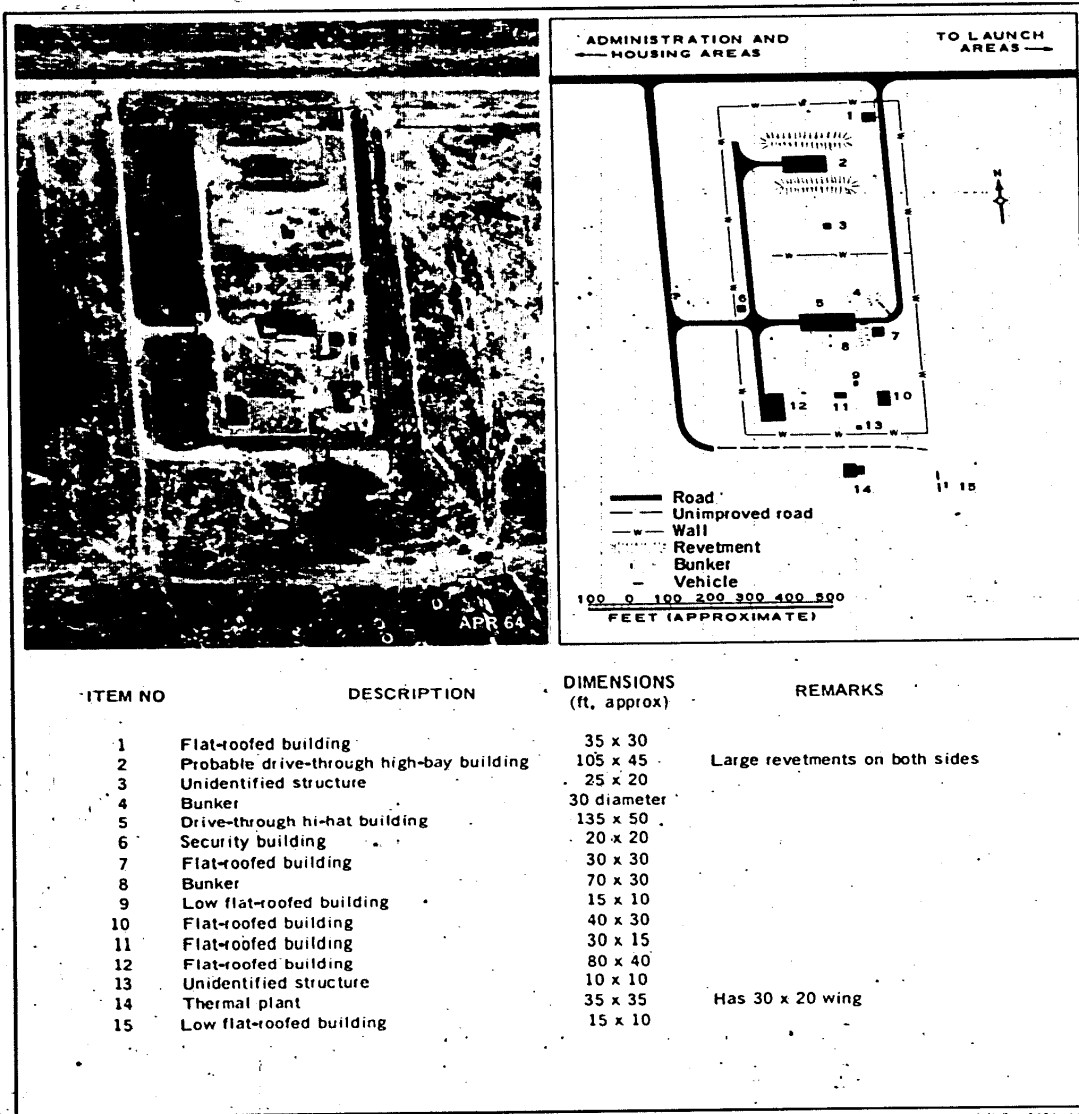


FIGURE 13. WARHEAD HANDLING AND CHECKOUT AREA EAST.

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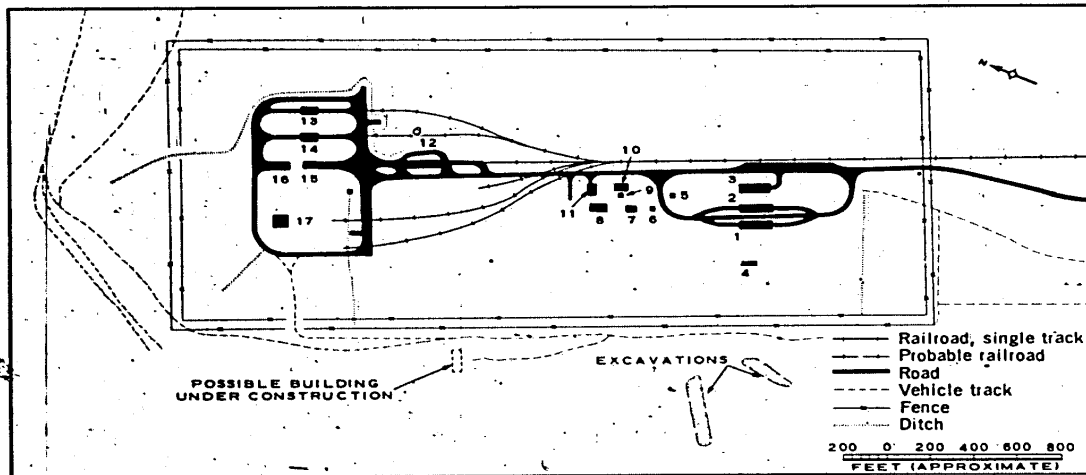
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FIGURE 14. PROBABLE MISSILE ASSEMBLY AND CHECKOUT AREA.

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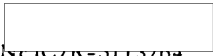
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NPIC/R-810/64

A rail-unloading facility is near the eastern corner of the facility, and 2 branches of the rail spur terminate at an apron to the rear of the largest building (Item 3, Figure 15). Both of these portions of the facility are characterized by loop-road patterns characteristic of trans-loading facilities.

Activity was evident in April 1964, with an open gondola car on the track behind the largest building, and several vehicles, including 1 approximately 40 feet long, on the apron in front of the building.

Table 5, keyed to Figure 15, describes the buildings in the unidentified facility.

ELECTRONIC FACILITIES

The Rangehead Interferometer Site, the Launch Complex C instrumentation sites, and the electronic facility located approximately 1.5 nm north-northwest of Launch Area 1C and commonly associated with Launch Complex C, are not covered in this report since they were described in NPIC/R-810/64, 4/ which was also derived [redacted]

ADMINISTRATIVE SUPPORT AND TRAINING FACILITIES

ADMINISTRATION, HOUSING, AND SERVICE AREA SOUTH

The Launch Complex C Administration, Housing, and Service Area South (Figures 16 and 17) is located approximately 4.0 nm west of Launch Area 2C, just west of the road junction leading to the launch areas for Complex C.

This area has shown continued expansion: since April 1962 [redacted] 59 new structures, including 7 under construction, have been added to the previously existing area.

In the northwestern portion of the area a large permanent motor pool, with vehicle maintenance and storage facilities, a rail-served POL storage facility, and a probable heat power plant have been added since April 1962

[redacted] Ninety-nine vehicles were in this general area at the time of [redacted]

The older portion of the area has also shown expansion with the construction of new buildings, a new water standpipe under construction, and a new large sewage-treatment facility to the west.

Rail activity was also noted in the vicinity

[redacted] Two trains, one with 8 and one with 12 cars, were in motion, and a parked train contained a string of 11 flat cars. Two of these flat cars contained canister-like

objects which measured 60 by 10 feet.

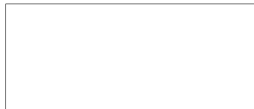
Numerous small construction-support structures are scattered throughout the area.

ADMINISTRATION, HOUSING, AND SERVICE AREA NORTH

The Administration, Housing, and Service Area North (Figures 18 and 19) is located along the main road to Kapustin Yar, approximately 1.0 nm northwest of the junction of that road and the main access road to Launch Complex C. In December 1959 this area consisted of 13 buildings. 1/

In April 1962 [redacted] 20 large buildings, 4 unidentified cylindrical structures, 2 bunkers, and several additional small buildings, all newly constructed, were observed. Five other new buildings were grouped a short distance to the south. [redacted] April 1964) reveals 10 additional buildings constructed in the main area. Four of the 5 buildings located to the south have been removed.

The facilities of the area include 20 housing/administrative buildings, numerous maintenance support buildings, 2 vehicle pool areas, and an athletic area. Numerous small unidentified vehicles are noted in the area.



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Table 5. Buildings, Unidentified Facility

Item No	Description	Height	Dimensions (ft. approx)	Remarks
1	Flat-roofed building	1-story	45 x 25	
2	Flat-roofed probable security building	1-story	70 x 40	
3	Building with slightly-gabled roof	multi-story	155 x 70	2 road entrances on southwest end
4	Flat-roofed building	1-story	30 x 25	
5	Flat-roofed building	Low	30 x 40	
6	Flat-roofed building	Low	55 x 30	
7	2 flat-roofed buildings	Low	25 x 20	
8	Unidentified structure	Low	25 x 10	
9	Gable-roofed personnel building	2-story	180 x 60	Concrete apron near northwestern side
10	Flat-roofed building	1-story	30 x 20	
11	Flat-roofed, T-shaped heat plant	2-story	85 x 45	Two 1-story wings 35 x 20 each; adjacent stack on eastern side
12	Flat-roofed building	1-story	30 x 20	Circular structure, approximately 25 foot diameter at western corner

SSM BIVOUC AREA

The SSM Bivouac Area (Figures 20 and 21), the training area associated with Launch Complex C, and located approximately 3 nm northwest of the Administration, Housing, and Service Area South, has grown from 7 training areas and a tent camp in 1959 to a large training center in 1964. A housing and administration section, containing at least 21 buildings, had been added by April 1962.

By April 1964 this SSM Bivouac Area had grown larger with the addition, since April 1962, of 31 new buildings, a permanent motor pool, and a water supply facility. At least 94 vehicles were present in the area in April 1964, and at least 3 training exercises were underway.

One exercise (Item A, Figure 20), approximately 2,000 feet west of the motor pool, includes a typical 100-foot missile check-out tent and 9 vehicles, including 2 approximately 55 feet long. Another exercise (Item B) approximately 1,100 feet west of the motor pool, involves a probable missile long on a

transporter situated on a training pad. Nine support vehicles are clustered nearby.

The third exercise (Item C) is taking place adjacent to a vehicle park, approximately 3,000 feet west-southwest of the motor pool. This vehicle park contains at least 30 vehicles including 3 trucks towing 30-foot-long oxidizers fuel trailers. Other trucks in this area also have trailers and vans attached. An unidentified-type vehicle or piece of equipment, approximately 40 feet long, is parked on an adjacent training pad.

Two vehicle parks are located south of the old tent camp. One contains 6 trucks, including 1 with a small trailer; the other has 12 vehicles and 4 pyramidal personnel tents. Eleven squad-type tents are in the old tent camp area.

An obstacle course and running track are located in the southwestern portion of the SSM Bivouac Area, and construction-support materials are stored northwest of the motor pool.

Table 6, which is keyed to Figure 21, describes the facilities within the SSM Bivouac Area.

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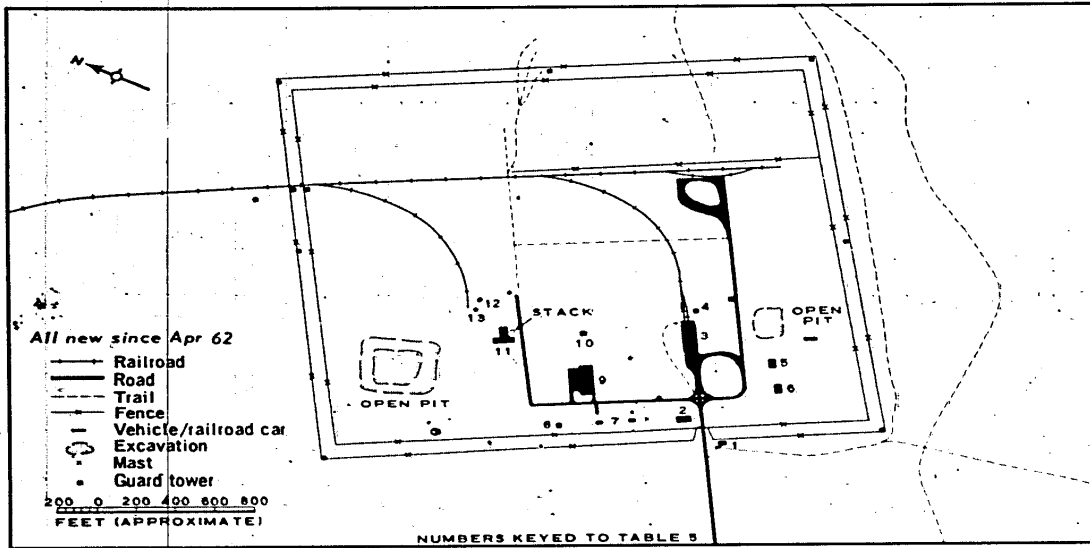


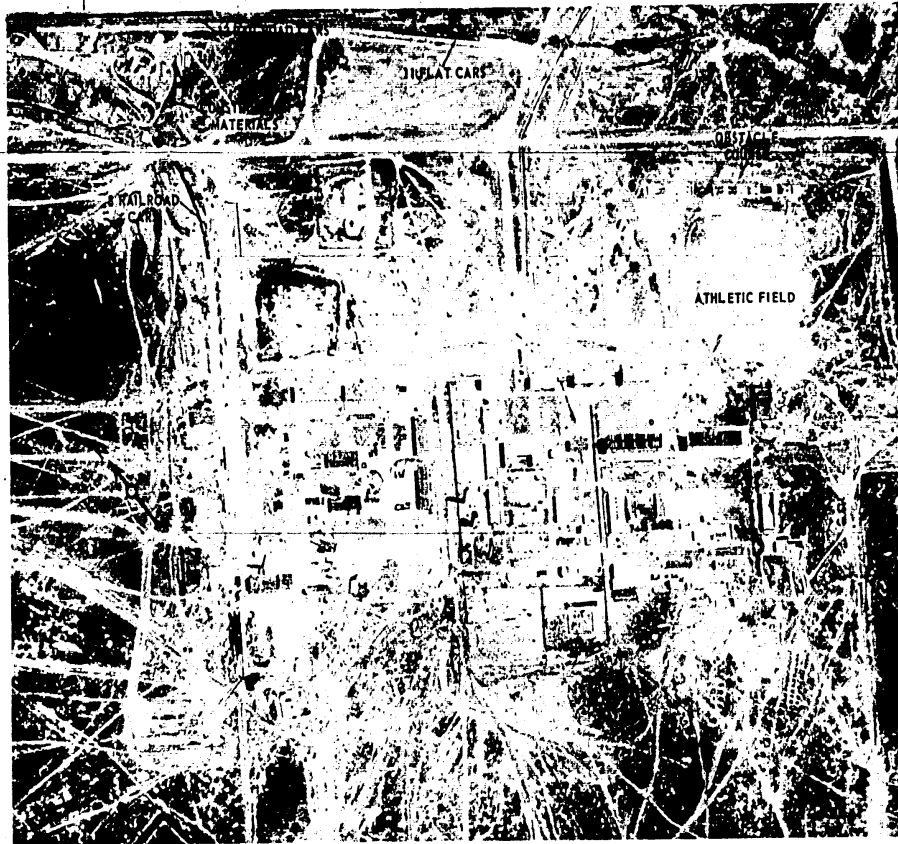
FIGURE 15. UNIDENTIFIED FACILITY.

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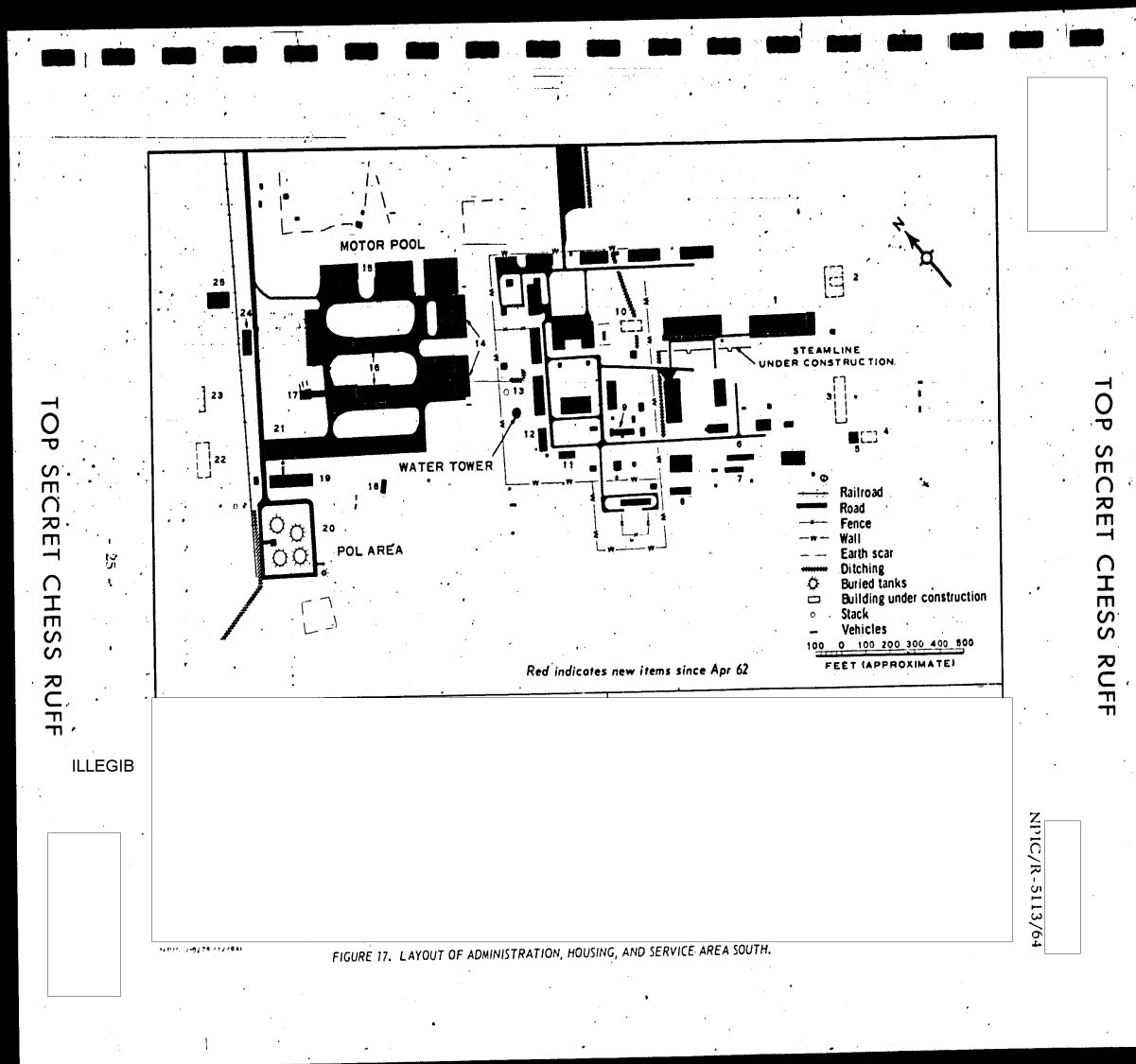
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FIGURE 16. ADMINISTRATION, HOUSING, AND SERVICE AREA SOUTH.

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FIGURE 18. ADMINISTRATION, HOUSING, AND SERVICE AREA NORTH.

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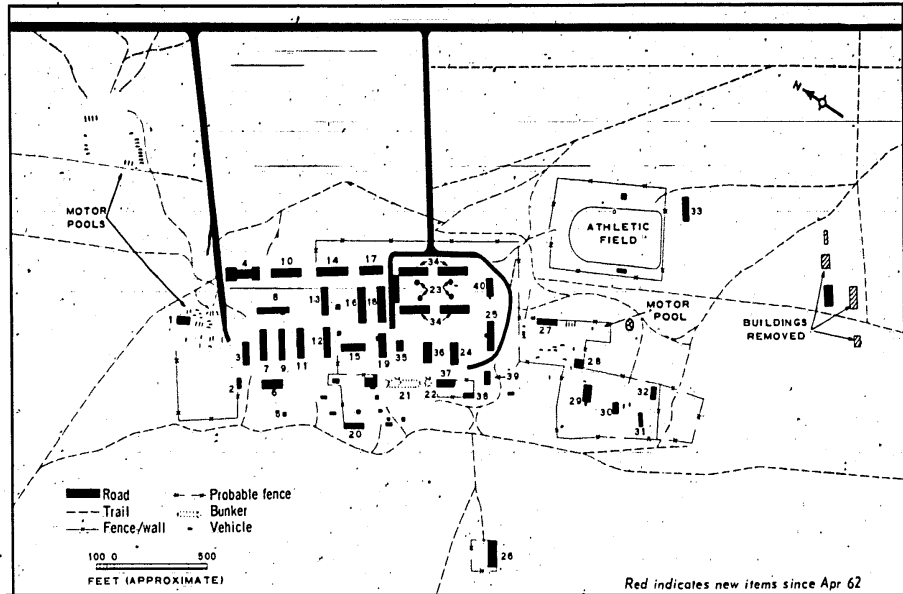
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FIGURE 19. LAYOUT OF ADMINISTRATION, HOUSING, AND SERVICE AREA NORTH.

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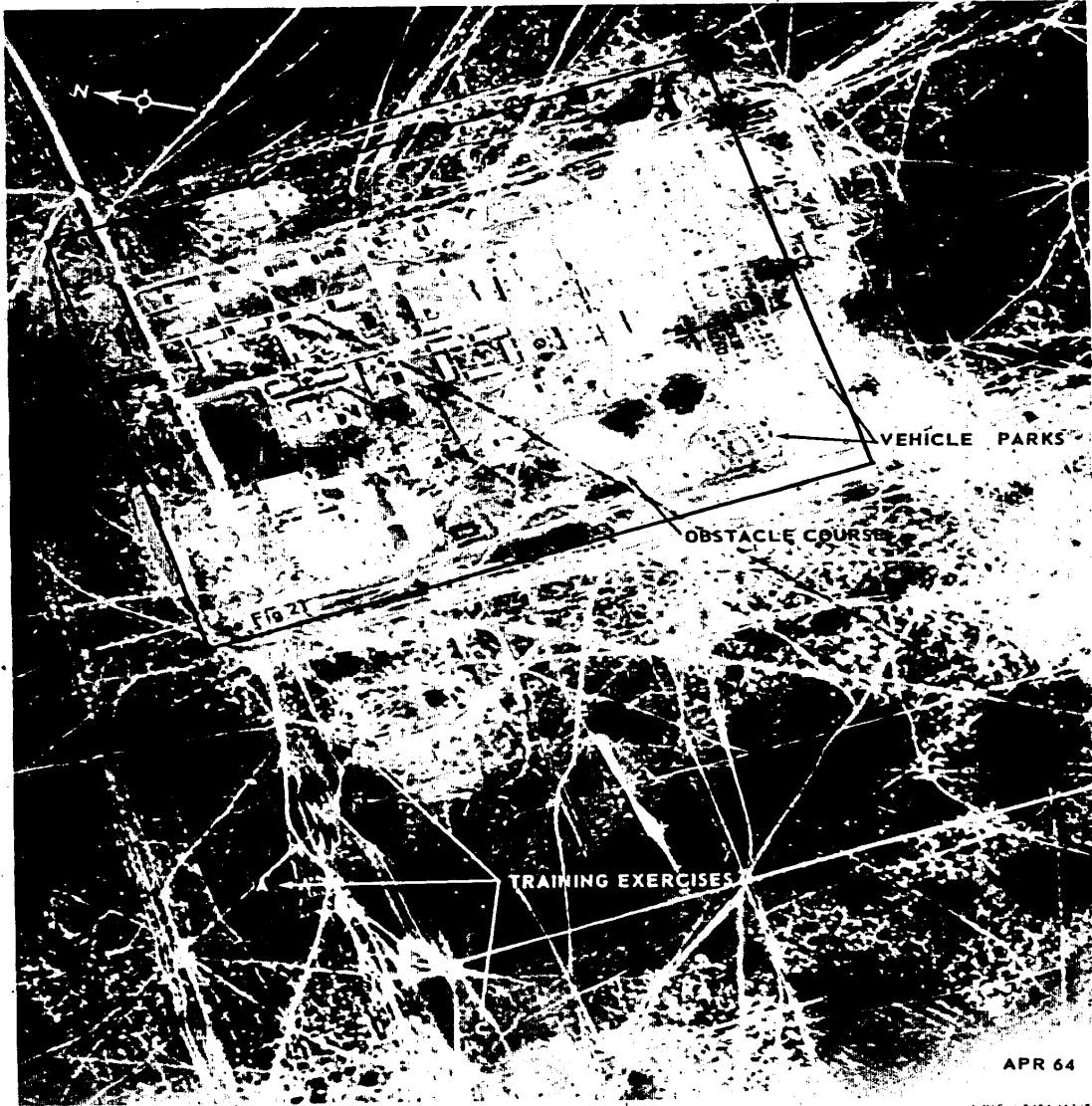


FIGURE 20. SSM BIVOUAC AREA.

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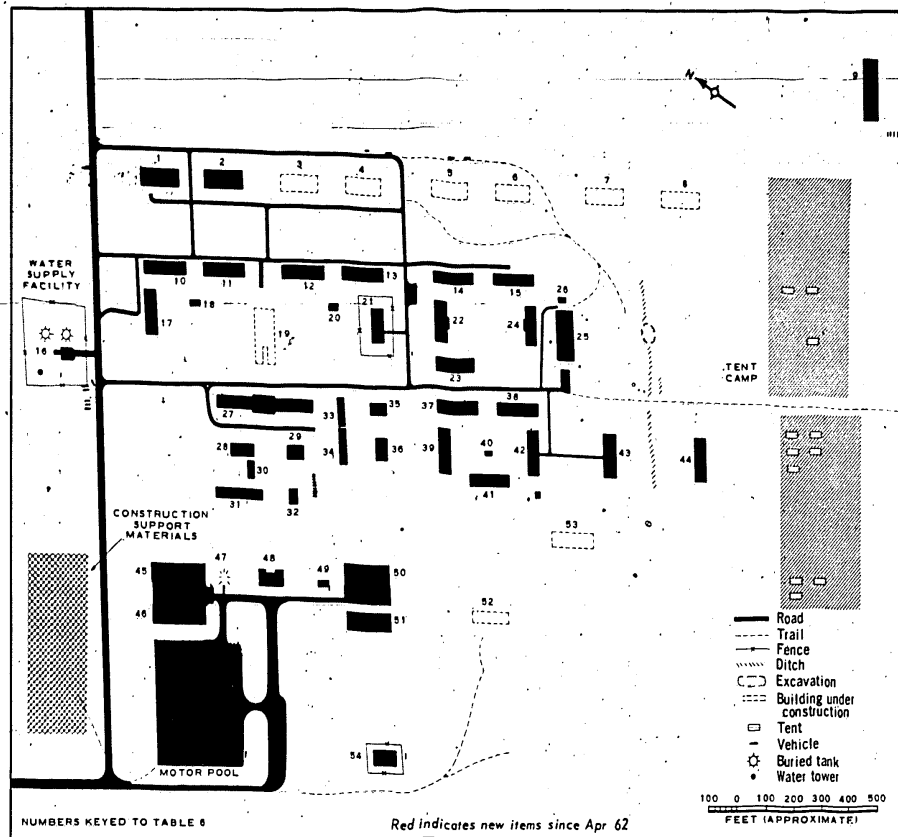


FIGURE 21. LAYOUT OF SSM BIVOAC AREA.

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Table 6. Facilities, SSM Bicouac Area

Item No	Description	Height	Dimensions (ft. approx)	Remarks
1	Hip-roofed quarters building	2-story	130 x 60	
2	Hip-roofed quarters building	2-story	130 x 60	
3-5	6 barracks buildings under construction	2-story	125 x 60	
9	Gable-roofed building	1-story	185 x 50	
10	Gable-roofed barracks building	1-story	140 x 45	
11	Gable-roofed barracks building	1-story	140 x 45	
12	Gable-roofed barracks building	1-story	140 x 45	
13	Gable-roofed barracks building	1-story	140 x 45	
14	Gable-roofed barracks building	1-story	140 x 45	
15	Gable-roofed barracks building	1-story	140 x 45	
16	Flat-roofed pump house in fenced area	1-story	25 x 20	Area also contains 2 buried tanks and 1 water tower
17	Gable-roofed barracks building	1-story	140 x 45	
18	Gable-roofed support building	1-story	35 x 20	
19	Building under construction		185 x 65	
20	Gable-roofed support building	1-story	35 x 20	
21	Gable-roofed building	1-story	110 x 45	Building is fence secured
22	Hip-roofed probable quarters building	1-story	125 x 40	
23	Gable-roofed barracks building	1-story	140 x 45	
24	Hip-roofed probable quarters building	1-story	125 x 40	
25	Gable-roofed administration quarters building	1-story	155 x 60	
26	Gable-roofed building	1-story	35 x 20	
27	Probable mess-hall		240 long	Higher center section 70 x 60; 2 partially-buried wings each 135 x 35
28	Gable-roofed building		95 x 40	Gables at ground level; building has vents
29	Gable-roofed building		55 x 45	Building is possibly partially buried
30	Flat-roofed building		60 x 20	
31	Gable-roofed, partially-buried building		160 x 35	Edge of roof at ground level
32	Gable-roofed building	1-story	30 x 60	
33	Gable-roofed building	1-story	100 x 30	
34	Gable-roofed addition to Item 33		110 x 30	
35	Gable-roofed possible mess-hall	1-story	55 x 45	
36	Gable-roofed building	1-story	75 x 35	
37	Gable-roofed barracks building	1-story	140 x 45	
38	Gable-roofed barracks building	1-story	140 x 45	
39	Gable-roofed barracks building	1-story	140 x 45	
40	Gable-roofed barracks building	1-story	30 x 20	
41	Gable-roofed barracks building	1-story	140 x 45	
42	Gable-roofed barracks building	1-story	140 x 45	
43	Gable-roofed barracks building	1-story	140 x 45	
44	Gable-roofed barracks building	1-story	140 x 45	
45	Gable-roofed vehicle maintenance storage building		190 x 60	
46	Gable-roofed vehicle maintenance storage building		190 x 60	
47	Bunker		50 x 30	
48	Flat-roofed building	1-story		Center section 40 x 35; 2 wings each 60 x 20
49	Gable-roofed building	1-story	35 x 20	
50	Gable-roofed probable vehicle maintenance storage building	1-story	150 x 55	
51	Gable-roofed probable vehicle maintenance storage building	1-story	150 x 55	
52	Building under construction		120 x 35	
53	Building under construction		140 x 50	
54	Gable-roofed building	1-story	90 x 60	Possibly fence secured

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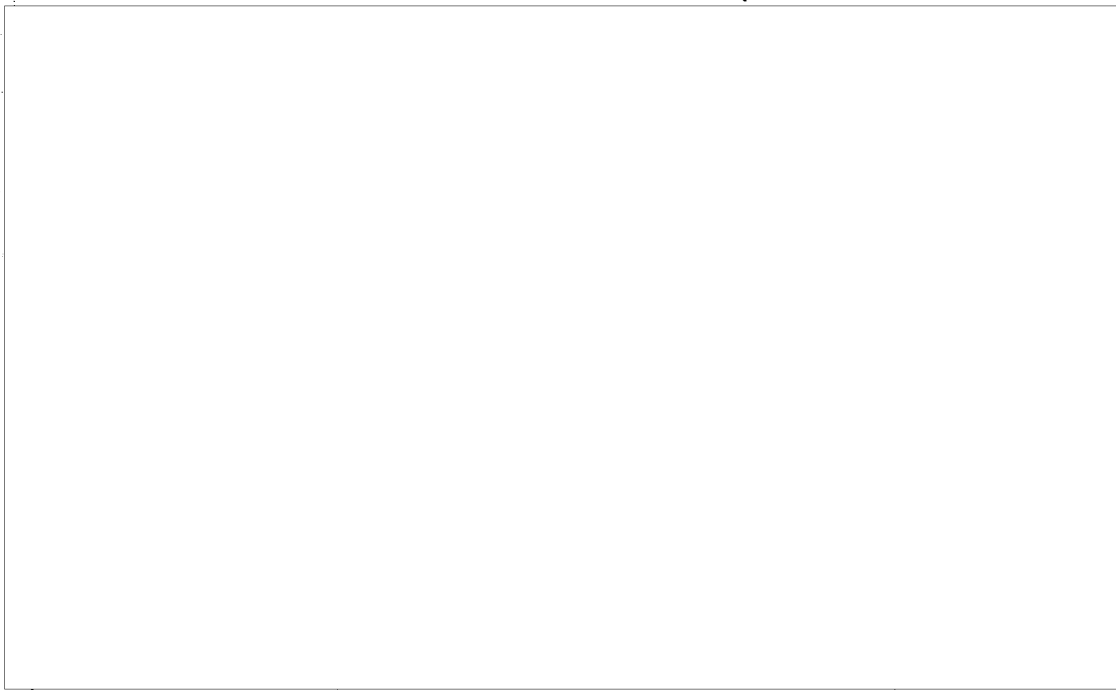
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MAPS OR CHARTS

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REQUIREMENTS

GMAIC. UGMC-64 (partial answer)

DIA. XX64-14 (partial answer)

NPIC PROJECT

11451/64 (partial answer)

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