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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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Tbilisi/Sartichala Airfield

1. Tbilisi/Sartichala airfield (N 41-42, E 45-10) is located 32 km northeast of Tbilisi along the Kakhetiya railroad line. The tracks of this line are located approximately 300 meters from the east side of the airfield. The Iora River is approximately two km from the airfield. On the east side of the field, beyond the railroad, there is gradually rising cultivated ground. Beyond the Tbilisi-Kakhetiya highway on the west side of the field, there is level cultivated ground for approximately three km, followed by wooded mountains. Bordering the southern approaches of the airfield there are level cultivated fields. On the north side of the airfield, there is the settlement of Sartichala and the Iora River. Sartichala airfield has one tamped gravel runway approximately 1,500 meters long and 50 (also reported as 150) meters wide. Revetments and dugouts are located at the northern end of the field. Ammunition stores, revetments, and dugouts are camouflaged. There are also fuel dumps and anti-aircraft installations. There are no hangars on the airfield. On the west side of the Tbilisi-Kakhetiya highway, there is a stationary radio station, which has 18 antenna posts of steel of various lengths. (See page 3 for a sketch of the airfield.)

Gardabani Airfield

2. Gardabani military airfield (N 41-28, E 46-08) is located approximately 18 to 22 km east of Tbilisi along the Tbilisi-Baku highway, which passes two km south of the airfield. The airfield site is an open field and there are no runways of any kind. On the north, the field is bordered by the Kura River, which flows approximately 15 meters below the airfield level. Further north and on the opposite side of the Kura River, the village of Gardabani is located. The Gardabani railroad station is located a short distance north of the village and approximately two km from the airfield. On the east, west, and south, the airfield is bordered by level cultivated ground. There are

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no houses around the airfield and no buildings on the field itself. Airfield personnel are quartered in tents. [redacted] airfield in May 1950; before this there was nothing. (See page 7 for a sketch of the airfield.)

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Tbilisi/Soganlug (Veli) Airfield

3. Veli airfield (N 41-39, E 44-56) is located approximately seven km southeast of the Tbilisi-Navtlug railroad station and along the Tbilisi-Baku railroad line. The airfield is also located 15 km south of the Veli railroad station and approximately 50 meters from the Tbilisi-Leninakan-Yerevan railroad line. The Kura River flows southeast of the airfield. This airfield has an asphalt runway approximately 3,000 meters long and 150-200 meters wide. On the west end of the field there are two low open sheds and a small building. The field is used by Aircraft Plant No. 31 to test jet planes. Source never observed more than three to six jet planes at a time on the field. The road between the plant and the airfield is approximately three km long. (See page 7 for a sketch of the airfield.)
4. The aircraft are wheeled out from the plant's west gate and along the special macadam road in platform type trucks. The fuselage is fastened in the middle of the vehicle, while the two wings are braced on each side of the truck. The truck takes approximately ten minutes to negotiate the distance between the plant and the airfield. The only activity along this special road occurs when aircraft are transported from the plant to the field.

Tbilisi/Koda Airfield

5. Koda military airfield (N 41-35, E 44-46) is located approximately 0.5 km southeast of the village of Koda and approximately one km west of the Tbilisi-Leninakan rail line. The village of Koda is located approximately 29 km (sic) southeast of Tbilisi along the Tbilisi-Leninakan highway. The Tbilisi-Leninakan rail line passes approximately 4 km east of Koda village. Koda airfield occupies an area of approximately 300 hectares. On the north and south, the field is bordered by level cultivated ground. The whole airfield has a tamped gravel surface which is overgrown with grass and weeds. There is no special runway of any kind nor are there any hangars on the field. Personnel attached to this field are quartered in Koda. In the area between the village and the airfield there are several buildings made of white stone and covered with slate roofs. Fuel storage tanks are located in the southeast corner of the field. (See page 9 for a sketch of the airfield.)

Tbilisi/Sandar Airfield

6. Sandar is a military airfield (N 41-28 E 44-48). The village of Sandar (or Daba-Sandar - Sandar Station) is located approximately 23 to 35 km south of Tbilisi along the Tbilisi-Leninakan railroad. Immediately next to Sandar is a settlement called Marneuli (or Daba Marneuli), which is the center for regional administration of the Marneulskiy (Borchalinskiy) Rayon. Approximately 50 m west of the Tbilisi-Leninakan rail line and approximately one km from the Sandar station (exactly opposite the semaphore) is the site of the airfield. This airfield occupies an area of approximately 300 hectares and has a tamped gravel surface. In addition, a separate runway, approximately 1,200 m long and 50 m wide, runs along the west edge of the field, not far from the woodland which adjoins that section of the field. [redacted]

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[redacted] aircraft were not making use of the runway. Aircraft are parked on the east end of the airfield parallel with the railroad tracks of the Tbilisi-Leninakan line. [redacted] 40 twin-engine bombers parked in four groups of ten each. There are no hangars on the field and personnel attached to the field are quartered in Sandar and Marneuli. (See page 9 for a sketch of the airfield)

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Stalinir Airfield

7. Stalinir military airfield (N 42-14, E 43-58) is located approximately three km southwest of the town of Stalinir and on the west side of the Gori-Stalinir railroad tracks. The field is approximately 27 km from Gori. At the time of source's observation, this field was under construction. The field was levelled off and tamped, and dugouts, depots, and ammunition dump had been completed. While observing the airfield, he noticed trucks bringing ammunition and bombs. Personnel attached to the field are quartered in the town of Stalinir. [redacted] no runways under construction and [redacted] none will be constructed inasmuch as the whole airfield area has been cleared and has a hard tamped surface. The eastern approaches of the field are bordered by the Gori-Stalinir railroad tracks. On the west the field is bordered by level ground, on the south by fruit orchards of the Kvitebi settlement, and on the north there is a mountain which is part of the Caucasian Mountain range. The approaches to this mountain are not covered with woodland, but farther back the mountain becomes much steeper and is covered with forests. [redacted] (See page 10 for a sketch of the airfield.)

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Kutaisi Airfields

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8. There are two military airfields in the environs of Kutaisi (N 42-16, E 42-42). One is located southwest of the town, in the triangle of the Tskhaltubo and Tsulukidze roads. This airfield covers an area of approximately 500 hectares. On the north, the field is bordered by hilly terrain. The field's ammunition dumps are dug out in the side of these hills. There is one asphalted runway, approximately 1,500 m long and 50 m wide. Immediately south of the Tsulukidze road and facing the airfield are three hangars, two large ones and one of smaller size. These buildings are used as overhaul shops rather than for the storage of aircraft. There are two places on this field where fuel is stored. One group of storage tanks is located on the east side, while the other is on the west of the field. Fuel is stored in steel tanks of various dimensions which are installed on level ground. [redacted]
9. The second military airfield in Kutaisi is located a short distance southwest of the field described above and opposite the Kutaisi automobile plant, across the Tsulukidze road. This field has an asphalt runway, approximately 1,500 m long and 50 m wide. The area covered by this second field is almost twice that of the first field, i.e., approximately 1,000 hectares. [redacted] no hangars or fuel storage tanks on this field. On the north side of the field is the terminal which serves civilian passenger traffic. This is believed to be an Aeroflot installation. (For a location sketch of the above-mentioned airfields, see page 11.)

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Mikha Tskhakaya Airfield

10. Mikha Tskhakaya (formerly Senaki) military airfield (N 42-15, E 42-02) is located approximately three km southwest of the Mikha Tskhakaya railroad station. The airfield covers an area of approximately 300 hectares. On the north end of the field there is a row of dugouts, camouflaged with sod, which serve as ammunition depots. [redacted] 48 single-engined aircraft (type unknown) parked in four sections of twelve each in front of the dugouts. An asphalt taxi strip leads to the southwest corner of the airfield and to the asphalted runway, which is approximately 1,500 m long and 50 m wide. Fuel storage tanks are located on the west end of the field. [redacted] Personnel attached to the field are quartered in the town of Mikha Tskhakaya. (See page 12 for a sketch of the airfield.)

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Meria Airfield

11. Meria military airfield (N 41-56, E 41-53) is located approximately one km southwest of the Meria railroad station and south of the Natanebi - Meria - Makharadze rail line. The airfield covers an area of approximately 500 hectares and has room for expansion. On the north, the field is bordered by the Natanebi - Meria - Makharadze railroad tracks and low wooded hills. Dugouts, revetments, and AA installations are also located along the northern fringes of the field.

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These installations are camouflaged and there are interconnecting trenches. On the east, the field is bordered by the Natanebi River, beyond which is hilly terrain covered with tea plantations of the Laiturskiy Tea Sovkhoz. Aircraft are parked on the east side of the field. On the south and west, the field is bordered by woodland, part of which has been cleared. A single runway, approximately 2,000 m long and approximately 60 m wide, was under construction in June 1950. [redacted] the runway had a tamped crushed rock surface and steam rollers were standing by. [redacted] the runway will be asphalted. There were no fuel storage tanks in evidence. A short distance south of the Meria settlement, two hangars were completed and others were in the process of construction. These hangars can accommodate five or six fighter-type aircraft. All construction on the field and hangars was being done by Army engineers, who were then quartered in a tent camp across the railroad tracks. There were also rumors that an underground (sic) airfield was to be constructed east of the present field.

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25X1Batumi Airfield

12. Batumi military airfield is located on the west end of the town of Batumi and near the suburb of Kakhaberi, toward the Chorokh River. [redacted] the field is in a restricted area, admittance to which is allowed only by special pass. [redacted] Approximately six km south of Batumi on this road [redacted] a row of concrete bunkers extending for approximately two km along the right bank of the Adzharis-Tskali River. These bunkers were approximately 50 m from the highway and were patrolled by armed guards. [redacted] only fighter aircraft in the area of this field. [redacted] civilian aircraft are authorized to use a certain part of the military airfield. Aircraft based on this field conduct their training in the Poti region and over the Black Sea. Floating targets are fixed in the sea sectors near Poti and Supsa and aircraft from this field fly out there for gunnery practice. Based on observations of take-offs and landings at this field, the landing strip appears to be parallel with the Soviet-Turkish frontier. (See page 13 for a sketch of this airfield.)

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Tbilisi/Vaziani Airfield

13. Vaziani military airfield (N 41-38, E 45-02) (also called Central Military Airfield of Vaziani) is located approximately 19 km out of Tbilisi along the Tbilisi-Kakhetiya rail line. The airfield site is approximately four km southeast of the Vaziani station. This field has shops for overhauling military aircraft based on the airfields which are located in the vicinity of Tbilisi (see pages 6 and 7). On the east, south, and west, the airfield is bordered by level cultivated ground, while on the north it nestles close to low bare hills.

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[redacted] Vaziani airfield is quite a large permanent air base with many barracks, large repair installation, and hangars. [redacted]

[redacted] However, fuel is brought from the Gardabani railroad station (which is south of the airfield, along the Tbilisi-Baku rail line) in gasoline trucks along a small country road which connects the airfield with the station. Vaziani airfield could easily be seen from the air since there are no settlements close by. One outstanding man-made landmark to be found on this field is a tall steel smoke stack, which belongs to one of the air base buildings.

Poti Seaplane Base

14. The Poti (N 42-10, E 41-42) seaplane base is situated on the west bank of Lake Paliastomi. This lake is approximately nine km long and approximately four km wide. A natural strait, two to three meters deep, 100 to 150 m wide, and 300 m long, joins Lake Paliastomi to the Black Sea. This strait can be negotiated only by vessels not larger than a cutter or tug boat. The strait is

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spanned by a single bridge, which is part of the Poti-Supsa-Batumi highway. The bridge has steel girders resting on steel poles which are spaced approximately two meters apart. The road surface of the bridge is of wooden planking capable of supporting 10-15 tons. [redacted] approximately four km of the highway south of the bridge was not yet asphalted. On the north end of the bridge is a road block which is manned by MVD border guards. However, no traffic check is conducted in the daytime. Although the bridge is not of great importance, its destruction would necessitate temporary re-routing of highway traffic all the way around Lake Paliastomi.

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15. A short distance north of the road block is the site of two buildings occupied by MVD frontier troops and a komendatura.

16. [redacted] two large hangars at the seaplane base. These hangars have reinforced concrete frames and glass-paneled walls. The roofs are concave, covered with corrugated iron which is painted with red lead. Both hangars can accommodate up to 20 hydroplanes [redacted]

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[redacted] The hangars are situated two meters above the water level of the lake and aircraft are towed to and from the ramp by means of tractors. In the southwest corner of the lake, [redacted] dredging work in progress.

17. On the west, the base is bordered by woodland, which stretches almost to the Black Sea shoreline. Between these woods and the shoreline itself is an expanse of ground overgrown with bushes and reeds. [redacted] several 75 mm artillery batteries (which he calls AAA) in this area. These batteries are manned by the MVD border guards mentioned above.

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Comment.

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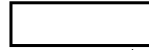
In the above report, source gives only approximate directions. For example, he describes the topography around the Sartichala airfield in terms of the north, south, east, and west side of the field. Actually, the axes of the field are NE-SW and NW-SE. Likewise, he places Gardabani east of Tbilisi, while actually it is southeast of Tbilisi. Likewise, his statements on the distances between towns are nearly always a little exaggerated.

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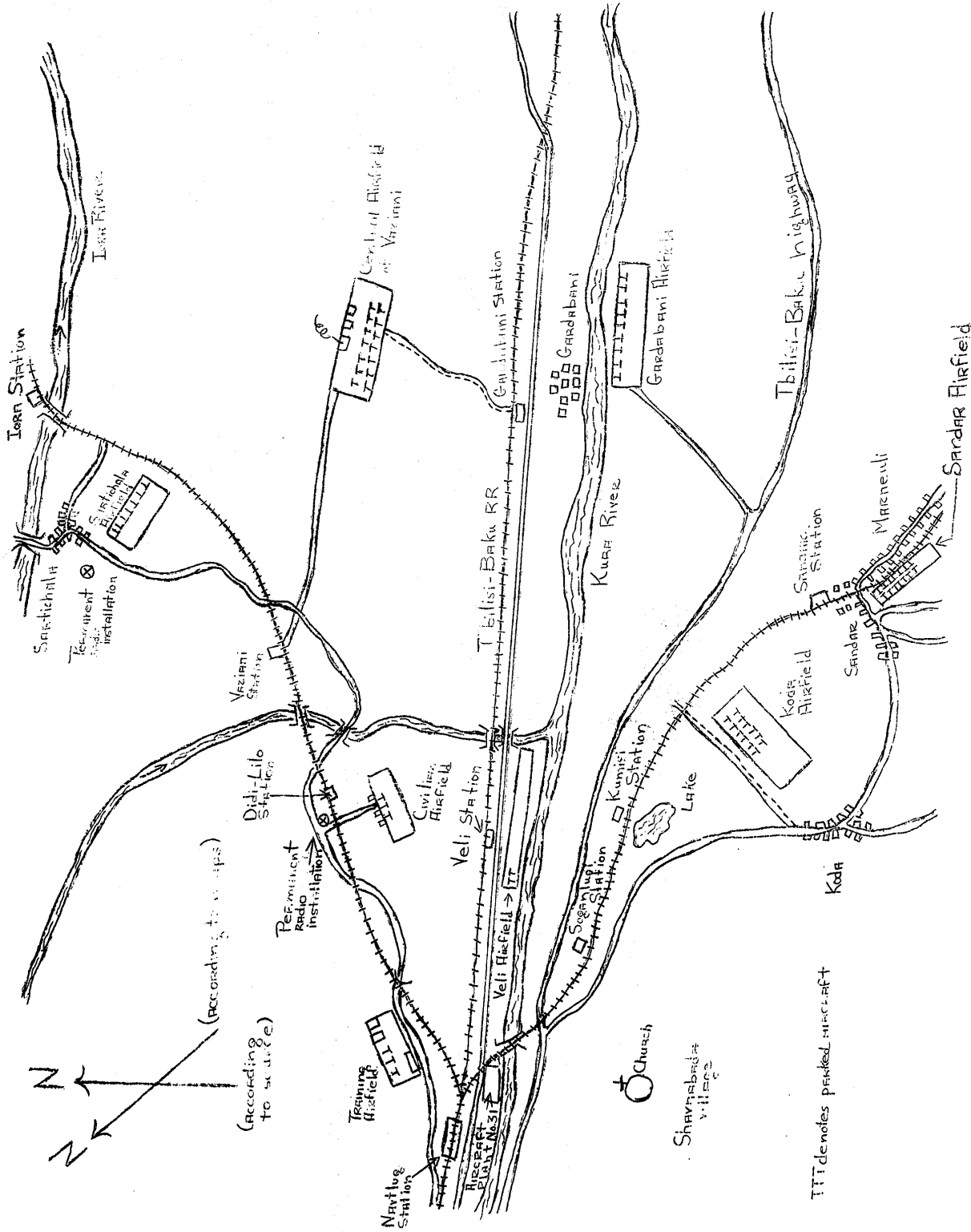
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Airfields in the Vicinity of Tbilisi, Georgian SSR



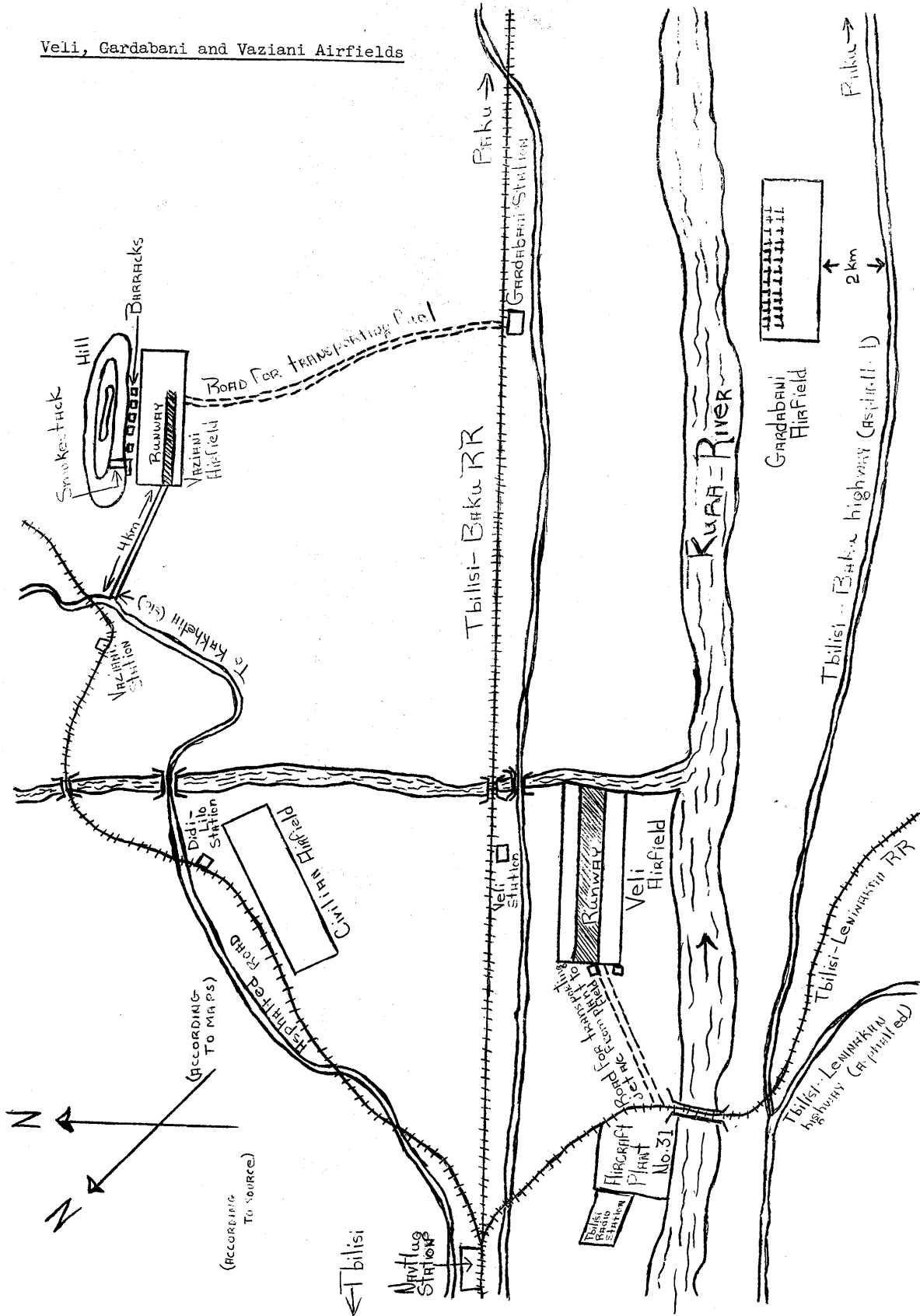
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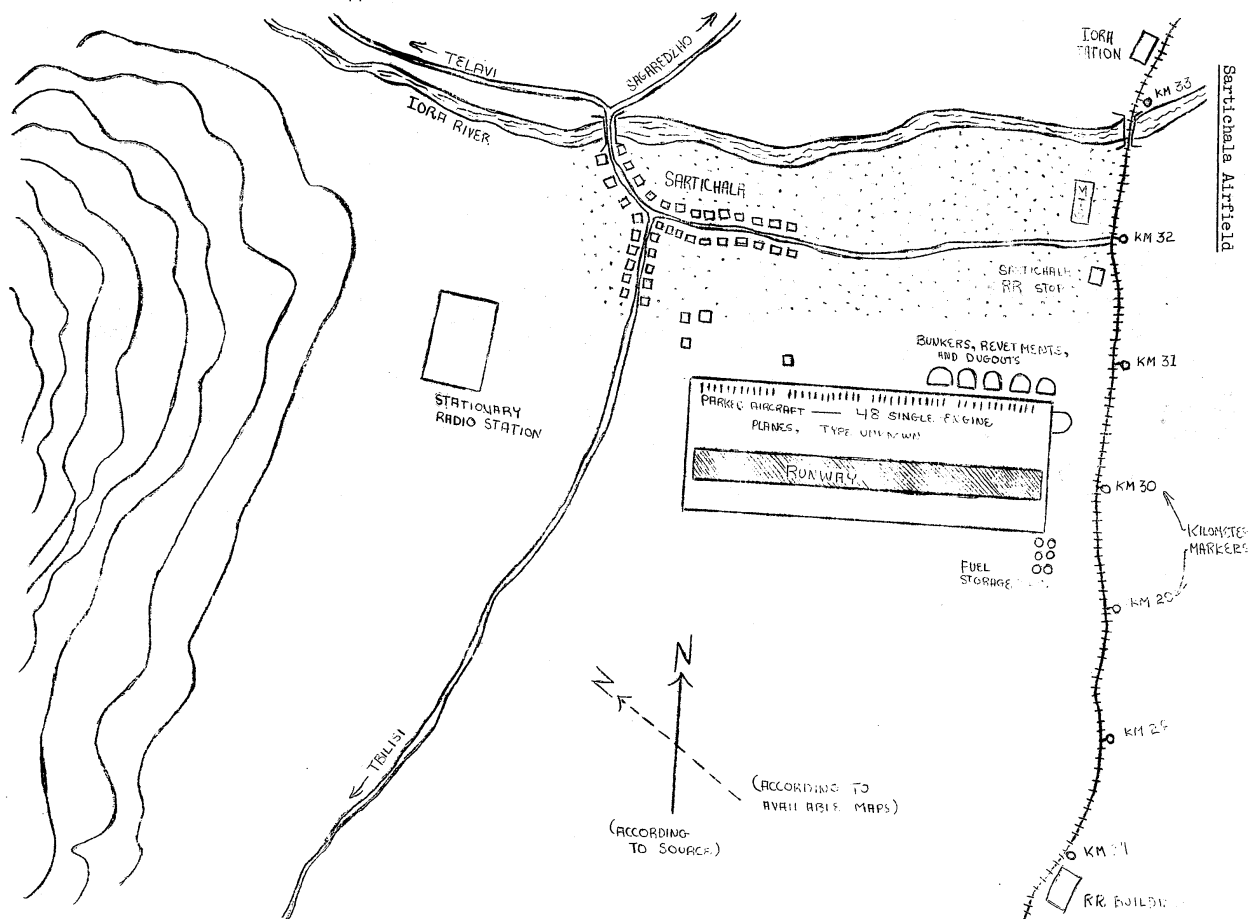
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Veli, Gardabani and Vaziani Airfields



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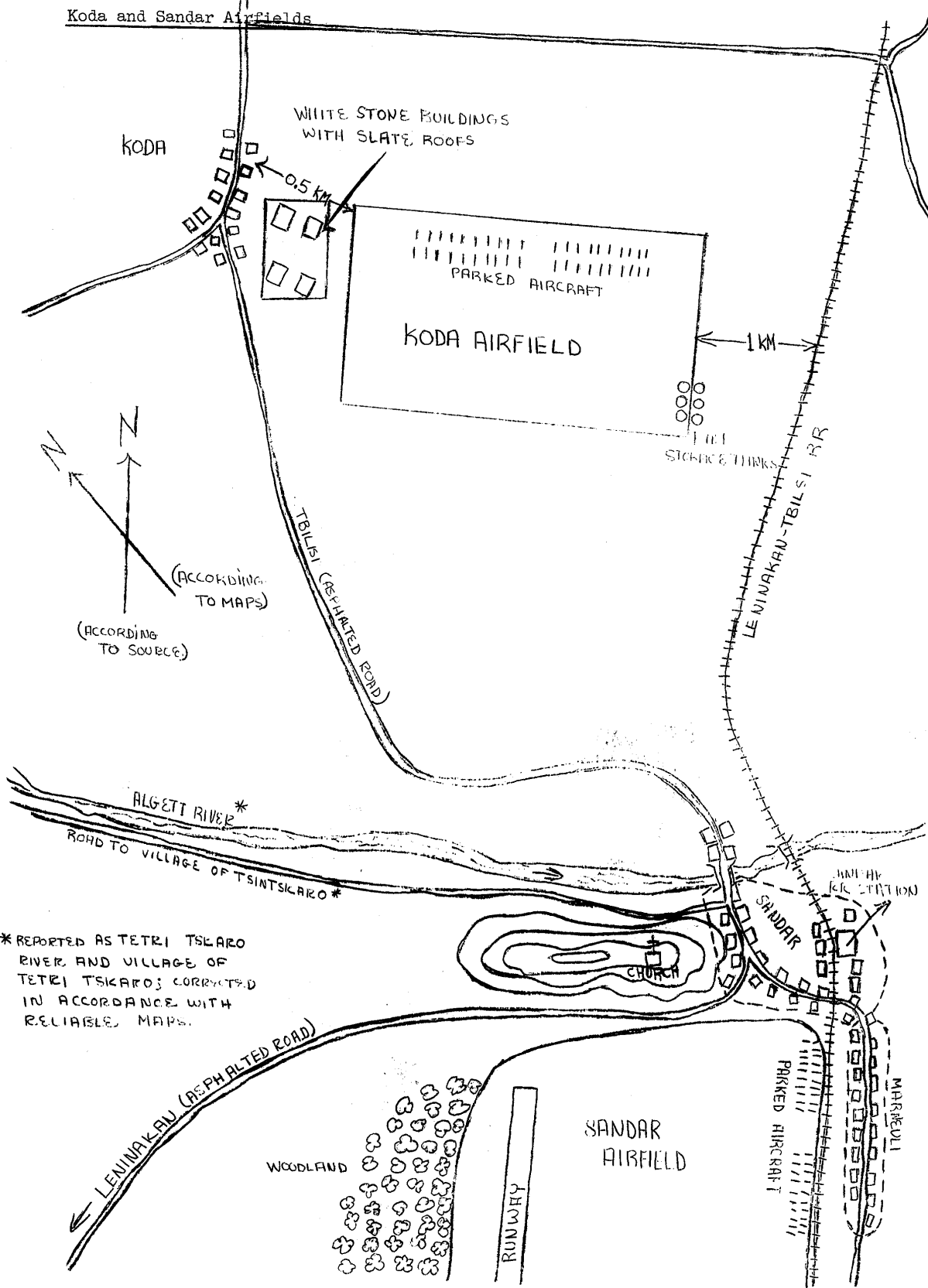
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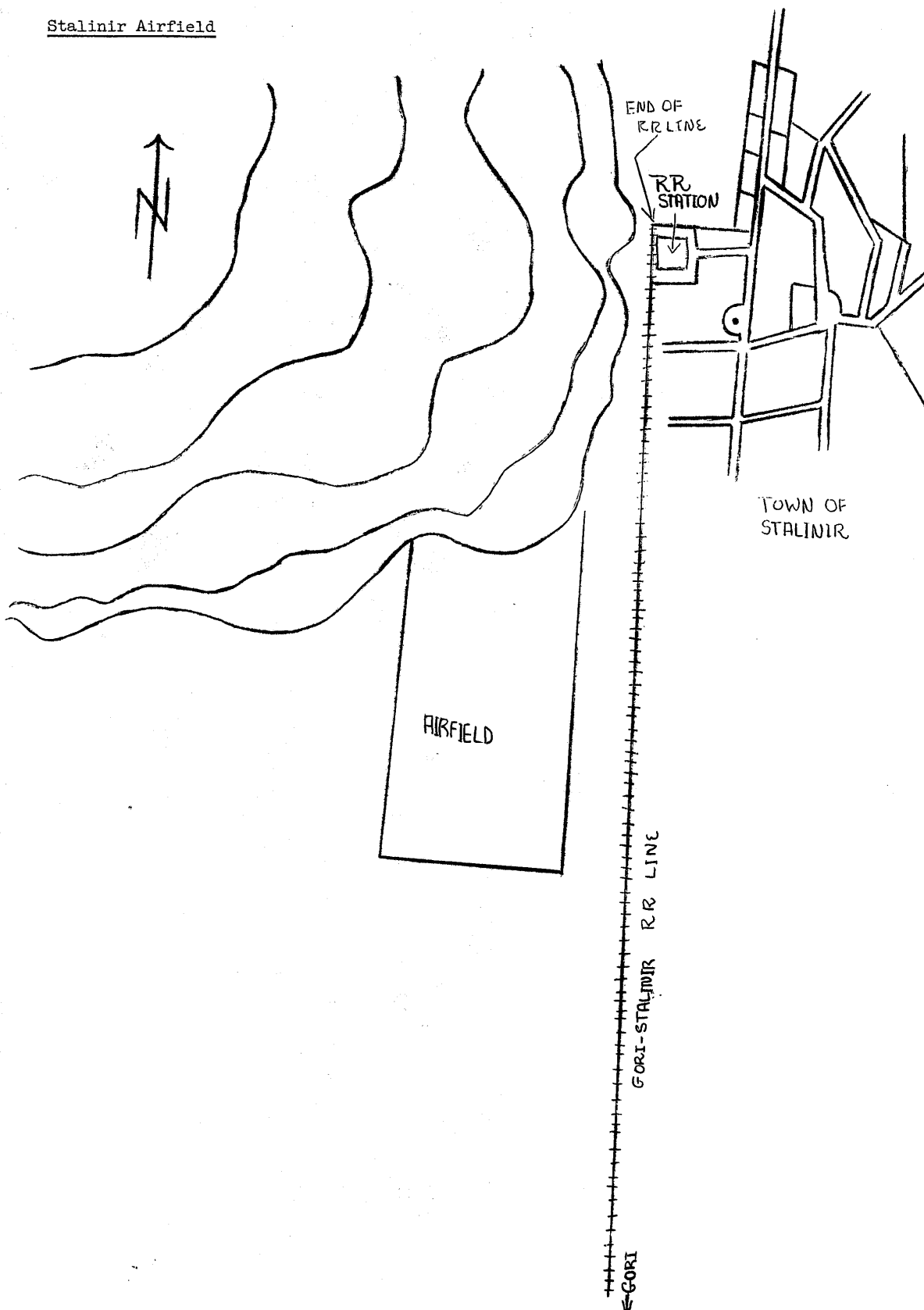
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Stalinir Airfield



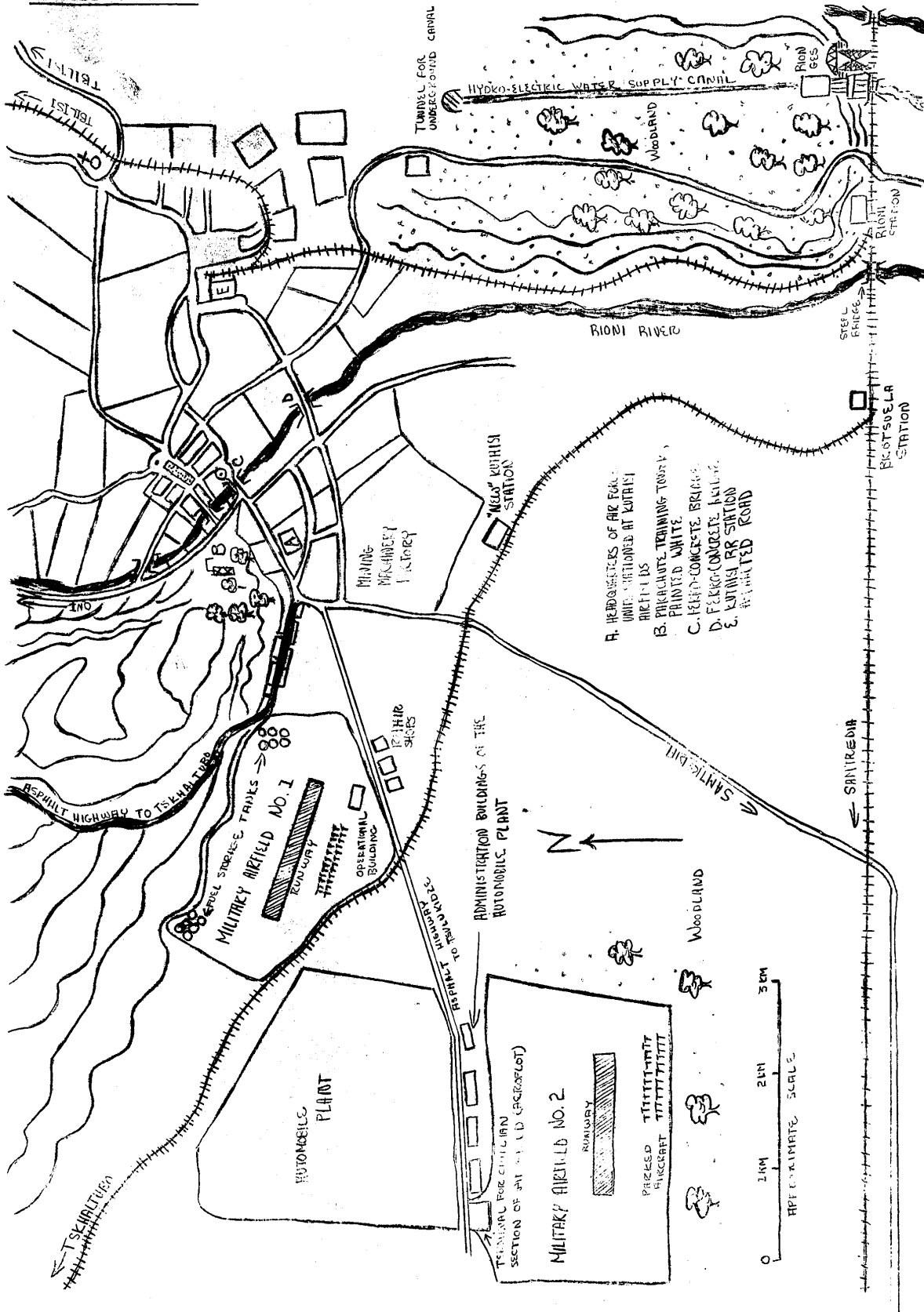
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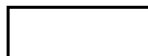
Kutaisi Airfields



- A. HEADQUARTERS OF AIR FORCE UNIT STATIONED AT KUTAISSI AIRFIELD
- B. PARACHUTE TRAINING TOWER, PAINTED WHITE
- C. FERRY-CONCRETE BRIDGE
- D. FERRY-CONCRETE BRIDGE
- E. KUTAISSI RR STATION
- F. UNIMPROVED ROAD

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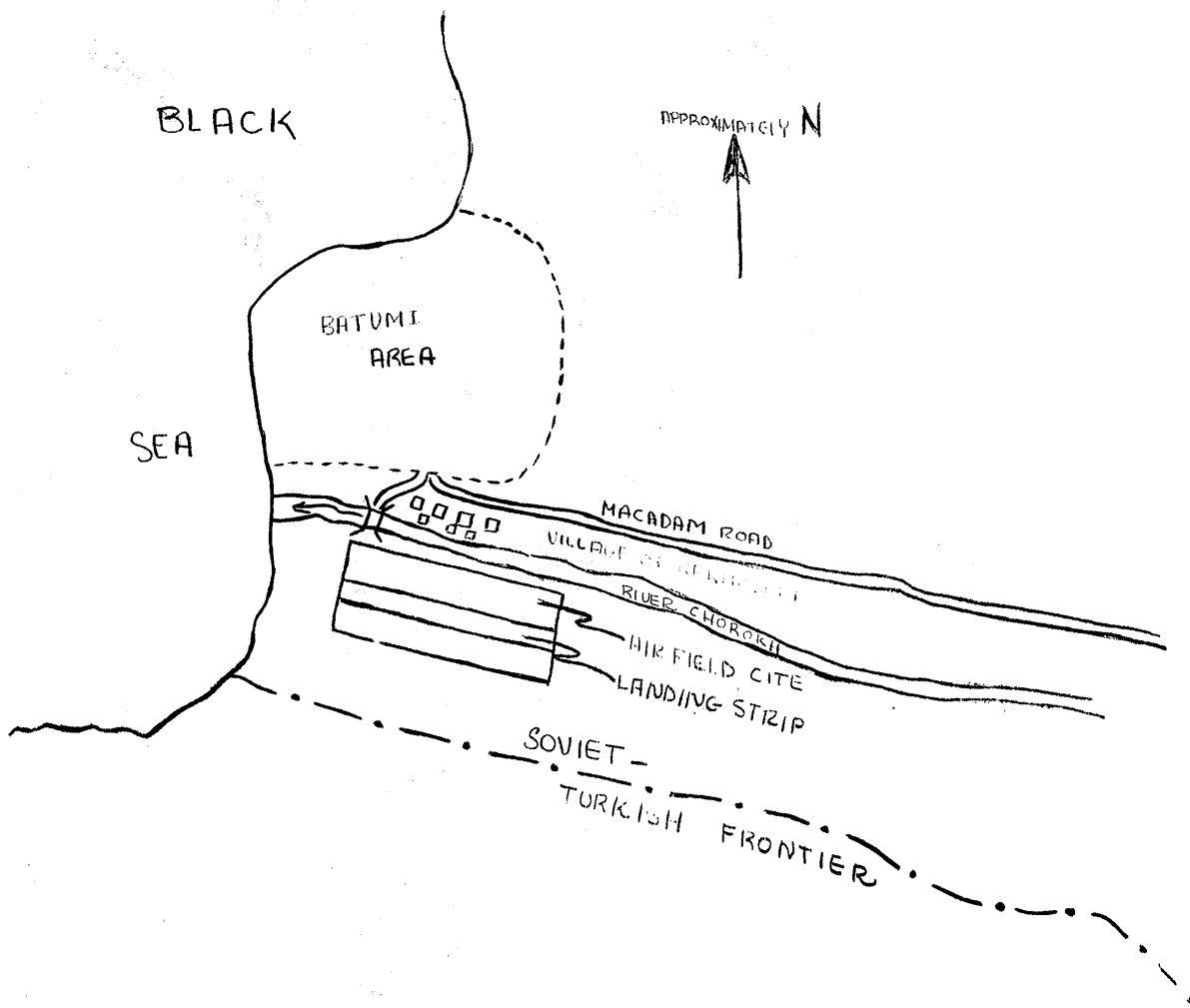
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Batumi Airfield



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