

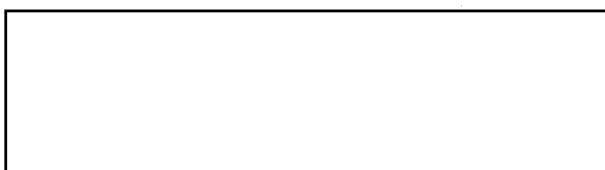
INFORMATION REPORT

CD NO.

COUNTRY USSR (Karelo-Finnish SSR)
 SUBJECT Petrozavodsk Seaplane Base
 25X1

Document No. [REDACTED]
 No Change in Class.
 Reclassified
 Class. Changed To: TS S
 Auth: HM 70-2
 Date: 9 SEP 1968

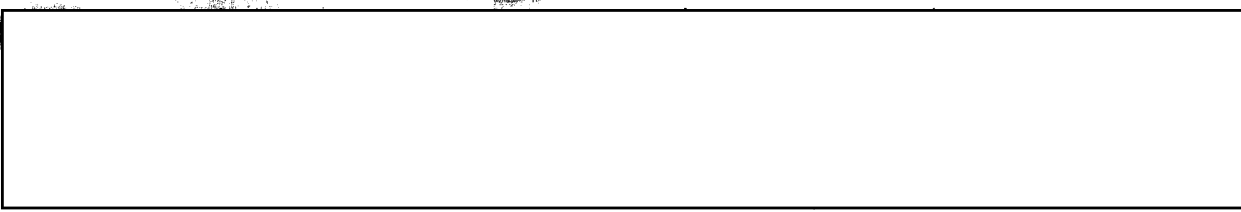
DATE DISTR. 1 March 1952
 NO. OF PAGES 2
 NO. OF ENCLS. (LISTED BELOW)
 SUPPLEMENT TO REPORT NO. 25X1



THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF TITLE 18, SECTION 793

THIS IS UNEVALUATED INFORMATION

25



1. A seaplane base was located on the northern perimeter of Petrozavodsk (61° 46'N/34°20'E), Karelo-Finnish S.S.R. The land area of the base measured about 500 meters from east to west. The delineation of the base's water area ~~was~~ marked by buoys, moored about 150 meters apart. A spur track entered the ground area from the east. (1)
2. Six hangars, each about 20 x 60 meters, were seen on the shore. The three westernmost hangars were of wood, while the others were of corrugated sheet metal. (2) Construction material arrived at the field in 1947. Soviet soldiers said that this material was to be used for barracks buildings. An underground fuel and bomb dump, erected in 1946/1947, was located south of the hangars. The bombs, which were hauled to the field by trucks, were painted dark red, had a length of about 1.4 to 1.5 meters and were about 30-cm in diameter. The rations were stored in a two-story building, 8 x 15 meters, in the southwestern section of the field. A lighthouse, about 20 meters high with a flashing light, was seen in the row of buoys. A radio station was located south of the field and the road leading to Petrozavodsk, not far from a large bakery. The radio tower was a braced steel structure and had five antenna rods radiating from its top. There was a red blinker light on top. Six antenna wires descended from the upper third of the mast and were carried on low wooden poles to a large tent. The poles were fitted with insulators. Several air force soldiers with light blue epauletts were seen near the tent. (3)
3. Since the Omega Lake is frozen in winter, flying activity was conducted from March or April to September or October. During that period, flights were made throughout the day. Most of the flights were made individually but there were occasional formation flights of up to eight planes. The aircraft were twin-engine, mid-wing monoplanes with radial engine, wings with straight leading edges and swept-forward trailing edges, single rudder assembly, a boatshaped pontoon under each wing and a third pontoon under the tail. They were equipped with a radio station and a [REDACTED] gun which was mounted [REDACTED] to [REDACTED]

ILLEGIB

the rear. A rod-like device projected forward from the nose. (4)

4. The seaplane base was about two km northeast of the Petrozavodsk railroad station and was bordered on the south by various construction supply plants. The terrain sloped to the west and northwest and was built up with apartment houses. The land area was about 150 x 500 meters, and was fenced-in on three sides with the fourth side open to the lake. No construction was done from June 1946 to November 1949. There was a concrete strip about 100 meters wide which sloped down toward the lake. A narrow-gauge spur track with a cable line was seen on this strip.
5. About three or four temporary buildings were located along the concrete strip. Two huts with antenna masts were seen at the southern edge of the field. A wire ran from the middle of the antenna to one of the huts. There was also a wooden mast about 20 meters high with antenna on top.
6. Between June 1946 and the fall of 1948, two biplanes were seen flying. After the fall of 1948, two seaplanes were seen flying for the first time. The biplanes had an in-line engine, and, instead of the landing gear, pontoons 2 to 3 meters long. The lower wing was shorter than the upper wing. The seaplanes were high-wing monoplanes with an engine on top of the wings, and two wing-tip pontoons under the wings. When shown aircraft charts, [redacted] the seaplanes were of MBR-2 type. (5)

25X1

25X1A

[redacted] Comments.

- (1) This is the first report on the existence of the six hangars. The size of the hangars is believed to be overestimated. According to a location sketch which was produced [redacted] the hangars are allegedly located directly on the shore; this is believed to be incorrect. [redacted] a concrete landing ramp runs from the lake to the south, it is believed that the hangars are located along this strip.
- (3) A radio station was previously reported at approximately this location. It is doubted that a radio station would be occupied by air force soldiers at a seaplane base equipped with its own radio installation.
- (4) According to available information such an aircraft does not exist in the Soviet Air Force.
- (5) This information and the designation of the MBR-2 seaplane type are believed to be possibly. The biplanes observed are probably U-2s with wing tip pontoons. Until November 1949, the seaplane base was obviously of little military significance. The small number of aircraft observed there were probably employed for coastal patrol and sea rescue service or for weather reconnaissance duty.

25X1

25X1

25X1

ILLEGIB