

INFORMATION REPORT

CD NO.
DATE DISTR. 5 March 1952
NO. OF PAGES 2
NO. OF ENCLS. 2
(LISTED BELOW)
SUPPLEMENT TO REPORT NO. 25X1

COUNTRY USSR (Far East)
SUBJECT Magadan Airfield
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1. Magadan (59°37'N/150°55'E) airfield, Far East UD, was located on the east side of the Magadan-Palotka (60°6'N/150°56'E) highway, about 3 km from the perimeter of Magadan. West of the highway there was a high-tension line which led to Palotka. A 4 to 6-wire telephone line leading to the traffic control station of the field was observed east of the highway to Magadan. The terrain north of the field was level while it rose toward the east and west. The field was a military installation which was also occupied by an MVD detachment assigned to the gold-mining district on the Indigierka River about 1,200 km north of Magadan. The wooden buildings of the installation, which was allegedly built in 1945/1946, were scheduled to be replaced by permanent structures.
2. The field extended for 5,000 to 6,000 meters from north to south and about 2,000 meters from east to west. It was provided with a concrete north-south runway in the middle of the landing field. The field was provided with drainage facilities and was surrounded by a barbed-wire fence. An old four-story wooden administration building, about 25 x 10 meters, was seen west of the highway to Magadan. Three low wooden buildings to the south of the old administration building, each about 20 x 8 meters, quartered about 300 flying and ground personnel. Three buildings of the same type, utilized storage facilities, were observed north of the administration building. The new traffic control station, a five-story permanent building, 25 x 10 meters, was opposite the old administration building east of the highway. Meteorological equipment was observed on wooden platforms 3 to 4 meters high. Two searchlights used for take-offs were in front of the flight control station. A repair hangar or workshop, about 25 x 10 meters, fitted with a slide door, was observed in a northwestern corner of the field. An underground fuel dump which was supplied by tank trucks from the port was located in the southwestern corner. The fuel dump covered an area of 25 x 12 meters, and was 2 meters above the ground. A DF station (?) was also seen. *
3. Twenty-five to thirty transports covered with tarpaulins were parked north of the fuel dump. Ten to twelve other aircraft were observed north of the traffic control station. According to Soviets these were fighter aircraft. They were fitted with two radial engines, single rudder assemblies and landing gear retracting rearward. ** During the winter flying at the field was slight. Only mail flights were generally made. According to Soviets, there was intensive flying

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by fighters when the field was free from ice.

7. A barracks installation consisting of 5 or 7 buildings, allegedly quartering 3,000 Stalin students, was located between the coast and Siggan, east of the highway. The Stalin students were 1 to 20 years old and wore blue epauletts and blue collar patches.

25X1A

[REDACTED] Comment. For location and installations of the MiG base Annex 1.
Comment. For sketch of aircraft, see Annex 2. The aircraft are believed to have been IL-4 planes which were still used by the naval air force. It is not clear why the Soviets should have referred to these planes as fighters.

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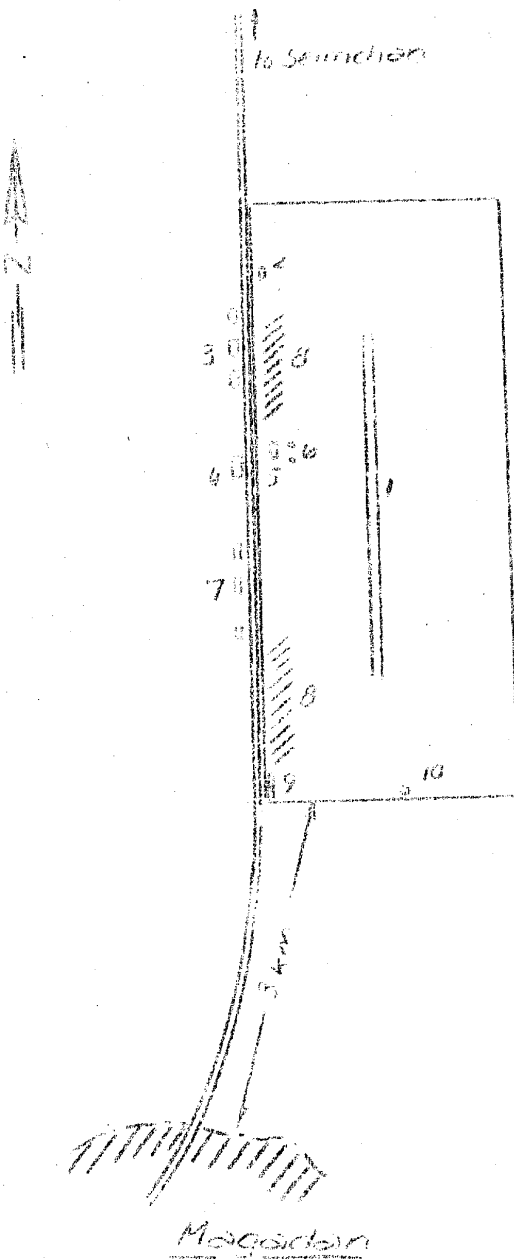
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CENTRAL INTELLIGENCE AGENCY

London Airfield

Legend:

- 1 Runway
- 2 Repair hangar
- 3 Supply buildings
- 4 Oil administration building
- 5 Air traffic control station
- 6 Mess hall
- 7 Quarters buildings
- 8 Aircraft dispersal area
- 9 Fuel dump
- 10 DF station (?)

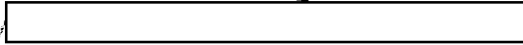


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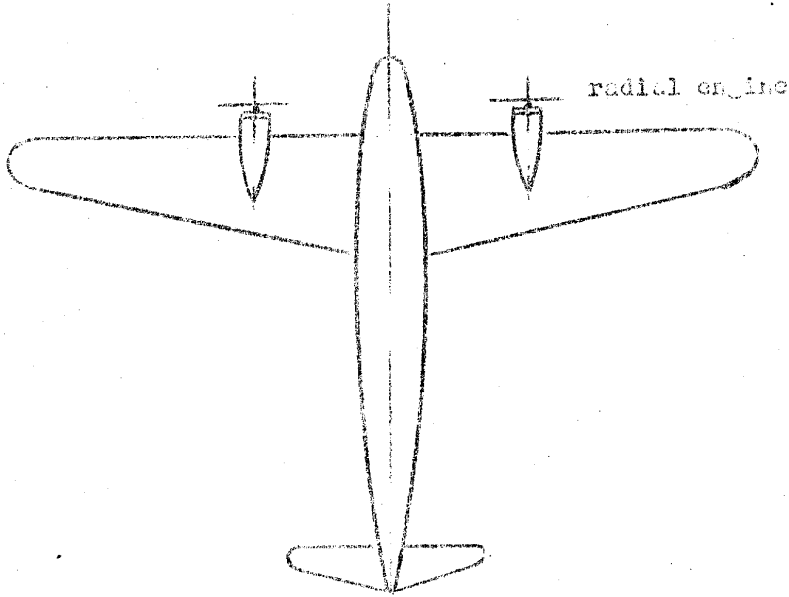
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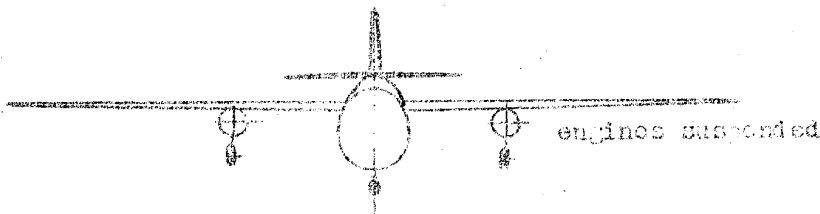
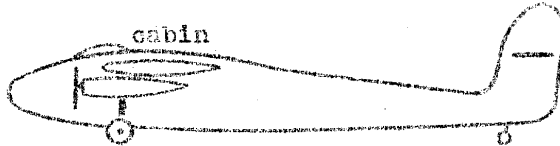


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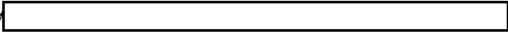
Two-engine aircraft (Fighter ?) Observed in Lasadan



semi-high-wing monoplane
(midwing monoplane ?)



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