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(Security Classification)



(See inside cover)

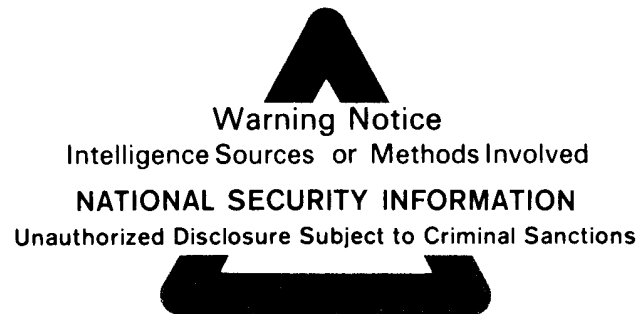
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DISSEMINATION CONTROL ABBREVIATIONS

NOFORN-	Not Releasable to Foreign Nationals
NOCONTRACT-	Not Releasable to Contractors or Contractor/Consultants
PROPIN-	Caution-Proprietary Information Involved
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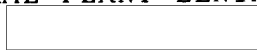
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Attachment to Z-17270/84


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NPIC/IEG (3/84)
23 MARCH 1984

BEAR H PROBABLY IN PRODUCTION
KUYBYSHEV AIRFRAME PLANT LENIN 18, USSR (SWN)




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1. SIGNIFICANCE: ANALYSIS OF SOVIET FACILITIES ASSOCIATED WITH THE BEAR H PROVIDES STRONG EVIDENCE THAT THIS AIRCRAFT IS IN PRODUCTION AT KUYBYSHEV AIRFRAME PLANT LENIN 18 AS WELL AS TAGANROG AIRFRAME PLANT DIMITROV 86
 THE PRODUCTION RATE, AS A CONSEQUENCE, MAY BE HIGHER THAN ORIGINALLY POSTULATED. (SWN)

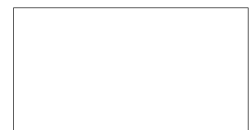
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2. REMARKS: THE BEAR H IS CURRENTLY THE ONLY AIRCRAFT ASSOCIATED WITH THE AS-X-15 LONG-RANGE CRUISE MISSILE. THE PROTOTYPE BEAR H WAS FIRST OBSERVED AT TAGANROG IN OCTOBER 1979. TAGANROG HAS BEEN THE SOLE PRODUCER OF BEAR F SINCE 1974 AND OF BEAR H SINCE OCTOBER 1981, WHEN SERIES PRODUCTION OF THE BEAR H BEGAN. TAGANROG HAS SINCE BEEN PRODUCING BOTH THE CRUISE MISSILE-ASSOCIATED BEAR H AND THE ANTISUBMARINE WARFARE-ASSOCIATED BEAR F AT A COMBINED RATE OF NINE TO TEN PER YEAR. HOWEVER, NPIC'S ANALYSIS INDICATES THAT FOR THE SEVEN-MONTH PERIOD FROM MID-AUGUST 1983 TO MID-MARCH 1984, AT LEAST TEN BEAR H WERE PRODUCED. IN AUGUST 1983, THE RANGE OF BEAR H OBSERVED ON NEAR SYNOPTIC COVERAGE WAS EIGHT TO TEN. ON 15 AND 16 MARCH, A TOTAL OF 20 BEAR H WAS OBSERVED AT THE FOUR KNOWN BEAR H-RELATED FACILITIES. THROUGHOUT THIS PERIOD NO ACTIVITY WAS OBSERVED AT TAGANROG THAT INDICATED BEAR PRODUCTION HAD BEEN ACCELERATED. (SWN)

KUYBYSHEV HAD BEEN THE SOLE PRODUCER OF BEAR AIRCRAFT UNTIL PRODUCTION WAS HALTED THERE IN 1974. SINCE 1977, KUYBYSHEV HAS BEEN ASSOCIATED WITH REFURBISHMENT/RETROFIT OF OLDER BEAR. A BEAR H WAS FIRST IDENTIFIED AT KUYBYSHEV IN JANUARY 1983; IT WAS PROBABLY THERE TO HAVE ADVANCED ELECTRONICS EQUIPMENT INSTALLED. SINCE THEN, ONE TO THREE BEAR H HAVE NORMALLY BEEN AT THE PLANT WITH A HIGH COUNT OF FIVE OBSERVED  SINCE MARCH 1983, IMAGERY HAS SHOWN AN INCREASING NUMBER OF BEAR H AT KUYBYSHEV WITHOUT THE DARK ANTIGLARE PAINT ATOP THE NOSE, FORWARD OF THE FLIGHT DECK AREA. IN CONTRAST, ALL BEAR H OBSERVED AT

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NPIC/IEG (3/84)
23 MARCH 1984

TAGANROG SINCE 1979 HAVE HAD THE DISTINCTIVE ANTIGLARE PAINT. NO REASON CAN BE FOUND FOR PREVIOUSLY PAINTED AIRCRAFT PRODUCED AT TAGANROG TO HAVE THE PAINT REMOVED AFTER THEY ARE FLOWN TO KUYBYSHEV. A MORE LIKELY EXPLANATION IS THAT AIRCRAFT PRODUCED AT TAGANROG ARE PAINTED PRIOR TO ROLL-OUT, AND THAT KUYBYSHEV-PRODUCED BEAR H ARE PAINTED AFTER ROLL-OUT. A REVIEW OF IMAGERY OF DOLON AIRFIELD [REDACTED], THE ONLY OPERATIONAL BASE TO RECEIVE BEAR H THUS FAR, INDICATES THAT ALL OF THE AIRCRAFT ARE PAINTED WITH ANTIGLARE PAINT PRIOR TO OPERATIONAL DEPLOYMENT. NO UNPAINTED BEAR HAVE EVER BEEN OBSERVED AT DOLON. (SWN)

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OTHER EVIDENCE SUGGESTING BEAR H PRODUCTION AT KUYBYSHEV IS THE PRESENCE OF NK-12 ENGINE SHIPPING CONTAINERS. THE NK-12 IS THE POWERPLANT FOR THE BEAR. SINCE KUYBYSHEV BECAME INVOLVED IN BEAR REFURBISHMENT/RETROFIT ACTIVITY, NK-12 SHIPPING CONTAINERS HAVE BEEN ROUTINELY PRESENT. SINCE OCTOBER 1983, HOWEVER, ONLY BEAR H HAVE BEEN OBSERVED AT KUYBYSHEV, YET MOVEMENT AND REPLACEMENT OF THE NK-12 CONTAINERS WITHIN THE CHECKOUT AREA HAS CONTINUED. AS WITH THE ANTIGLARE PAINT, IT DOES NOT SEEM REASONABLE THAT NEWLY PRODUCED TAGANROG BEAR WOULD BE FLOWN TO KUYBYSHEV AND THEN HAVE THE ENGINES REPLACED. WE BELIEVE THIS IS MORE EVIDENCE THAT BEAR H ARE BEING PRODUCED AT KUYBYSHEV, THUS ACCOUNTING FOR THE CONTINUED SIGHTINGS AND MOVEMENTS OF THE NK-12 CONTAINERS. FURTHERMORE, ON NUMEROUS OCCASIONS BEAR HORIZONTAL STABILIZERS AND INNER WING PANELS HAVE BEEN OBSERVED IN THE CHECKOUT AREA BETWEEN THE FINAL ASSEMBLY HALL AND THE CHECKOUT HANGAR, AND NO BEAR HAVE EVER BEEN OBSERVED AT KUYBYSHEV WITHOUT THESE COMPONENTS. (SWN)

OUR ANALYSIS OF THE ACTIVE CARELESS LINE AT KUYBYSHEV HAS SHOWN NO SIGNIFICANT DECLINE IN THE PRODUCTION OF THIS AIRCRAFT. FROM 1969 THROUGH 1973, BOTH BEAR AND CARELESS WERE IN SERIES PRODUCTION AT KUYBYSHEV, CLEAR EVIDENCE OF A CAPABILITY TO PRODUCE THESE AIRCRAFT CONCURRENTLY IN SUBSTANTIAL NUMBERS. (SWN) [REDACTED]

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3. [REDACTED] COORDINATES 53-13-05N 050-18-24E (S)

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