

~~TOP SECRET~~

CS/AF-7

Copy 70
9 Pages

NPIC/R-64/63
April 1963

MINICARD COPY

PHOTOGRAPHIC INTERPRETATION REPORT

HR70-14

**PUNCHED
VERIFIED**

APPROVED FOR
RELEASE DATE:
16-Jul-2011

ICBM LAUNCH COMPLEX OMSK, USSR

S- [REDACTED] 9001



ARMY



NAVY



AIR FORCE



CIA

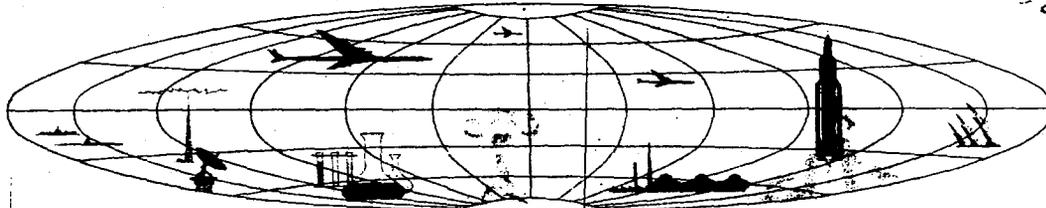
Handle Via **TALENT - KEYHOLE** Control Only

WARNING

This document contains classified information affecting the national security of the United States within the meaning of the espionage laws U. S. Code Title 18, Sections 793 and 794. The law prohibits its transmission or the revelation of its contents in any manner to an unauthorized person, as well as its use in any manner prejudicial to the safety or interest of the United States or for the benefit of any foreign government to the detriment of the United States. It is to be seen only by personnel especially indoctrinated and authorized to receive TALENT-KEYHOLE information. Its security must be maintained in accordance with KEYHOLE and TALENT regulations.

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

13 RB
13 Aug 63



~~TOP SECRET~~

GROUP 1
Excluded from automatic
downgrading and declassification

HR70-14

~~TOP SECRET RUFF~~

S-9001

NPIC/R-64/63

INTRODUCTION

An ICBM launch complex containing two hardened launch areas is under construction in a wooded area about 10 nautical miles (nm) northeast of Omsk (Figure 1). The first evidence of the complex appeared on KEYHOLE photography of [] December 1961 [] and [] February 1962 []. The complex was not confirmed as an ICBM launch complex, however, until [] August 1962 []. On [] December 1961, only the complex main road and the Complex Support Facility were present. As of [] February 1962, the Complex Support Facility, the Transfer Point, and Launch Area A were reported as suspect. KEYHOLE photography of [] October 1962 [] provided the first cloud-free coverage of the complex and revealed the

Complex Support Facility, the Transfer Point, and Launch Areas A and B, all in various stages of construction.

The complex is served by a rail spur off the rail line that serves the city of Omsk. This rail spur terminates at the transfer point. A good road from Omsk also serves the complex and as of October 1962 terminated at Launch Area B.

Air support for the complex could be provided by Omsk East Airfield, which has a 9,000-foot paved runway. Two additional airfields are located near Omsk. No SAM defenses have been identified specifically for the Omsk ICBM complex, although five SA-2 sites have been deployed in defense of Omsk.

COMPLEX SUPPORT FACILITY

The Complex Support Facility, located approximately 6 nm northeast of Omsk, measures approximately 8,000 by 3,000 feet and consists of two housing areas and a railhead (Figure 2). The western housing area, which appears to be secured, measures 1,900 by 1,400 feet and contains 44 barracks and administration-type buildings arranged in two distinct groups. The building count and approximate measurements are as follows: 17 buildings 200 by 50 feet, 1 building 250 by 125 feet, 6 buildings 250 by 50 feet, 12 buildings 125 by 50 feet, 2 buildings 100 by 50 feet, 2 buildings 80 by 40 feet, 2 buildings 80 feet square, and 2 T-shaped buildings 200 by 200 overall and 50 feet wide. All of these structures were in the area prior to [] October 1962.

The western housing area is not directly road connected to either the second housing area or the railhead area. Its access road

joins the main road to the launch sites approximately 6,500 feet southwest of the entrance to the railhead area.

The second housing area measures approximately 800 by 500 feet and is centrally located in the Complex Support Facility. This area is not secured and is directly connected by road to the railhead. There are 11 barracks-type buildings in this area which measure as follows: 1 building 220 by 50 feet, 6 buildings 200 by 50 feet, 1 building 250 by 50 feet, 2 buildings 160 by 50 feet, and 1 building 50 feet square. Two of these buildings have been constructed since [] August 1962.

The railhead encompasses an area approximately 4,000 by 2,500 feet and consists of three rail spurs, a possible motor pool, and an unidentified area (Figure 2). The rail spurs branch off the main spur to the transfer point and from south to north measure about 3,400,

- 1 -

~~TOP SECRET RUFF~~

~~TOP SECRET RUFF~~

NPIC/R-64/63

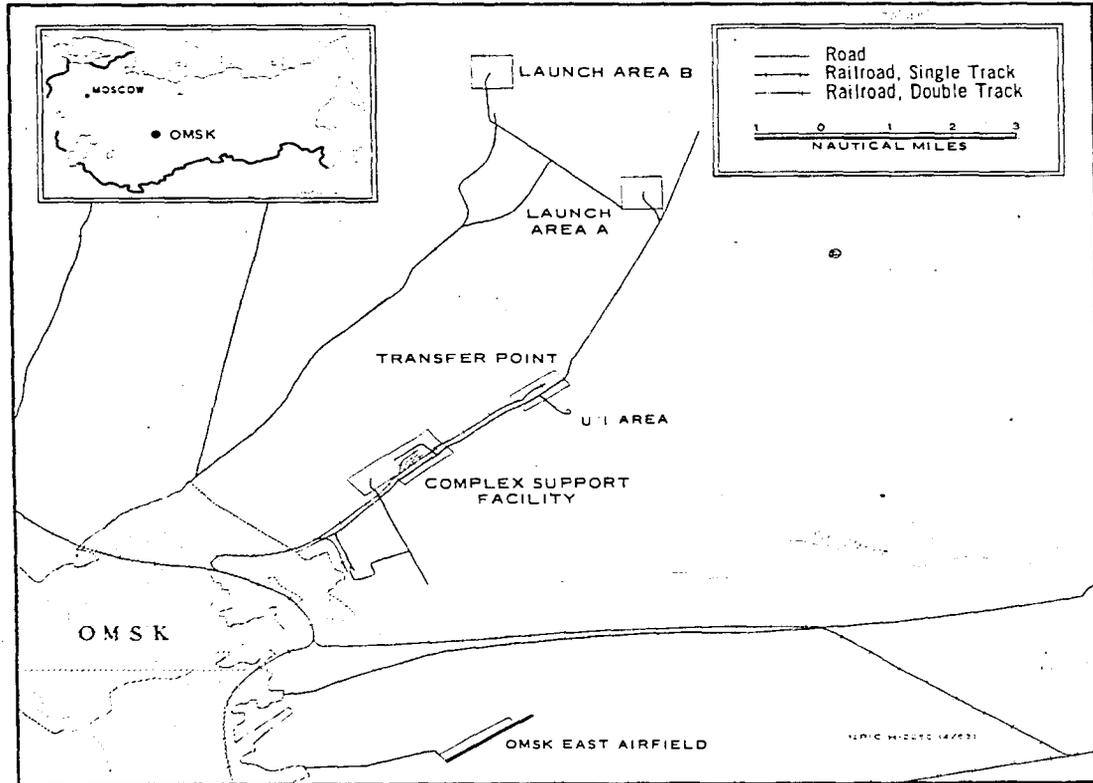


FIGURE 1. LOCATION OF ICBM COMPLEX.

4,200, and 3,800 feet in length. The southern spur, which has a siding along most of its length, is located approximately 550 feet north of and parallel to the main spur, and its two tracks are approximately 75 feet apart. From south to north, the spurs are 400 and 350 feet apart. The area between the main spur line and the first and second spurs of the railhead appears to be used for open storage.

There is some ground scarring in these areas and also to the northwest of the center of the railhead area which may possibly indicate additional construction. The area does not appear to be secured and no new structures have been added since August 1962. Within the railhead area are approximately 25 buildings of various sizes and a concrete batching plant. The larger buildings, all of which are rail served,

- 2 -

~~TOP SECRET RUFF~~

~~TOP SECRET RUFF~~

NPIC/R-64/63

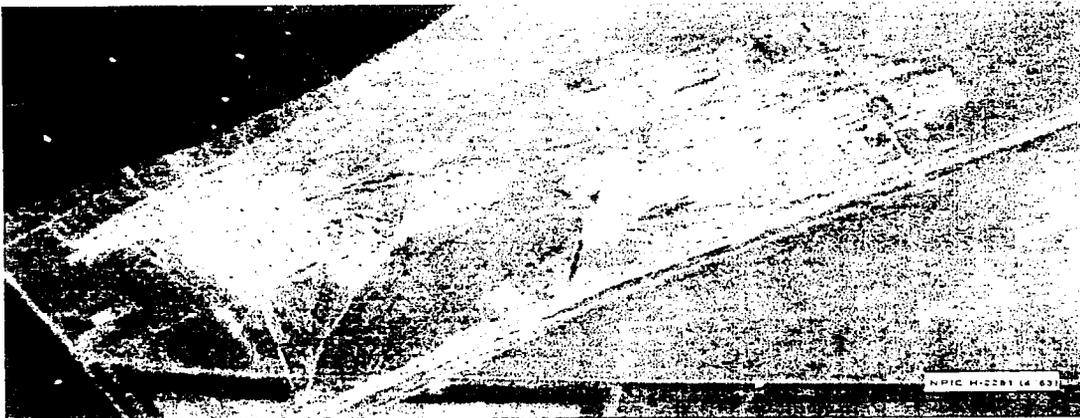
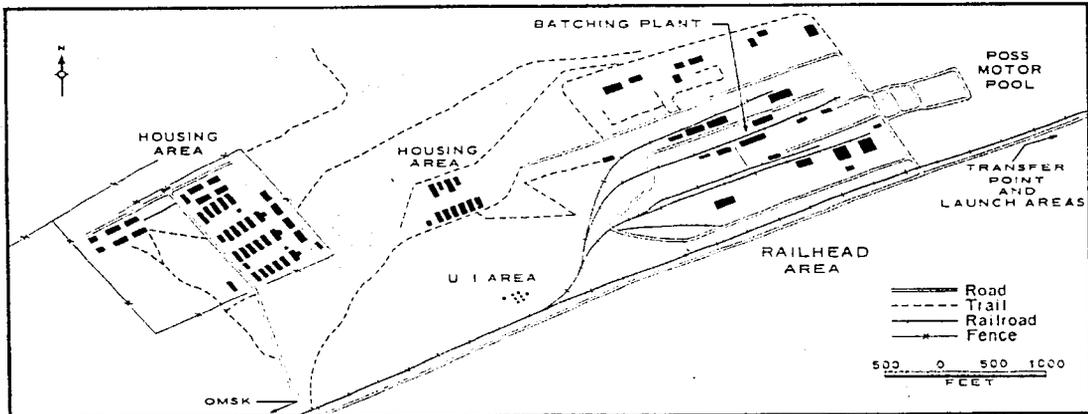


FIGURE 2. COMPLEX SUPPORT FACILITY AS OF OCTOBER 1962. Red denotes new items since August 1962.

measure as follows: 1 building 300 by 80 feet, 5 buildings 250 by 120 feet, and 2 buildings 250 by 60 feet. There are no rail-through buildings.

A small unidentified area containing several unidentified objects and measuring 300 by 200 feet lies approximately 1,000 feet southeast of

the central housing area and 2,500 feet from the center of the railhead. No pipelines or power traces are evident, but the installation may possibly be a transformer yard. A possible motor pool measuring approximately 400 by 500 feet is located at the northeast end of the facility.

~~TOP SECRET RUFF~~

~~TOP SECRET RUFF~~

NPIC/R-64/63

RAIL-TO-ROAD TRANSFER POINT

The Rail-to-Road Transfer Point, which is under construction, consists of an extension of the main railroad spur into a wooded area located approximately 3 nm northeast of the Complex Support Facility. The main rail spur parallels the road to the launch areas to a point about 3,500 feet from its terminus. At this point the spur turns away from the road then resumes running parallel to the road approximately 400 feet to the north (Figure 1).

No new activity has been evident in the area since February 1962. There are no buildings or other facilities within the transfer point.

To the southeast of the transfer point, at the end of a road measuring approximately 4,000 feet in length, is a small unidentified area in open terrain (Figure 1). The area contains one building measuring approximately 40 feet square and a possible revetted structure measuring 125 by 50 feet.

LAUNCH AREA A

Launch Area A is located in a wooded area approximately 9 nm northeast of the Complex Support Facility and 6 nm from the Transfer Point. It is served by a road which branches northwest from the complex main road to provide access to both launch areas. The main road continues north-northeast beyond the branch point, but was under construction in October 1962.

Launch Area A consists of a hardened launch site under construction and a site support facility with three sections -- a construction support section, an east section and a west section (Figure 3). All facilities within the launch area are served by good roads.

The construction support section, about 3,500 feet west of the launch site, shows considerable expansion, not evident on the August 1962 photography because of its poor quality. The section contains the following buildings: 6 measuring 220 by 60 feet; 10, 150 by 50 feet; 2, 100 by 50 feet; one, 200 by 60 feet; and one, 50 feet square. Also evident is an inclined conveyer 240 by 40 feet. About 1,700 feet northwest of the section and about 300 feet from the access road to Launch Area B is an unidentified structure measuring approximately 200 by 150 feet.

The east support section is located approximately 1,500 feet south of the launch site and approximately 4,000 feet east of the construction support section. The section contains ten buildings, as follows: 5 measuring 200 by 50 feet; one, 200 by 120 feet; one, 160 by 100 feet; one, 100 by 60 feet; one, 150 by 50 feet; and one, 80 feet square. Two long, narrow unidentified objects about 100 feet long, possibly fuel-storage tanks, lie between this support section and the launch site. South of the buildings is some ditching.

The west support section is approximately 7,000 feet by road and 4,500 feet in a direct line from the launch site and approximately 1,000 feet south of the construction support section. It contains nine barracks-type buildings measuring 160 by 50 feet. As of October 1962, no new construction had been undertaken in this section since August 1962.

The launch site, which was under construction in October 1962, contains an irregular excavation measuring approximately 500 by 250 feet. The site is fenced and measures approximately 2,000 by 1,400 feet. The excavation has a notch along its south side which contains a control bunker. This structure appears to be complete

- 4 -

~~TOP SECRET RUFF~~

~~TOP SECRET RUFF~~

NPIC/R-64/63

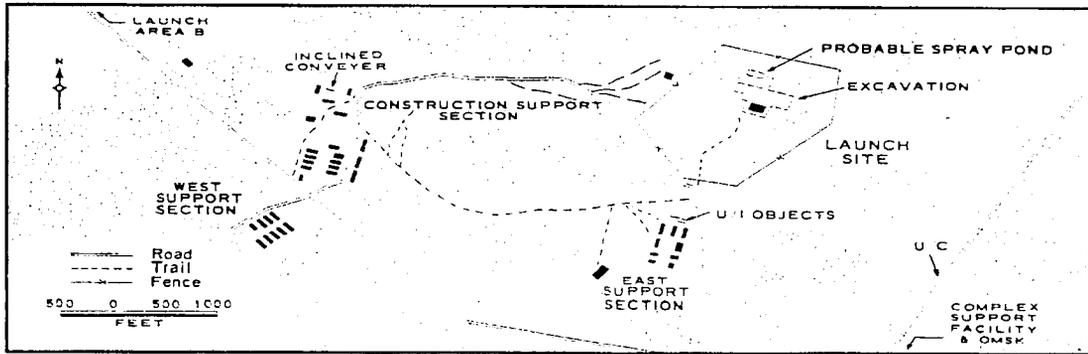


FIGURE 3. LAUNCH AREA A AS OF OCTOBER 1962. Red denotes new items since August 1962.

and measures 115 by 80 feet.



A second, deeper, notch not found at Type III launch sites is located directly across the main excavation from the notch containing the control bunker. There are indications that a notch analogous to this was present at Launch Complex F of the Tyura Tam Missile Test Center as observed in March 1962 (KEYHOLE

Although the final road configuration at Site A cannot be determined at present, the fence pattern and the location of the point where the

~~TOP SECRET RUFF~~

~~TOP SECRET RUFF~~

NPIC/R-64/63

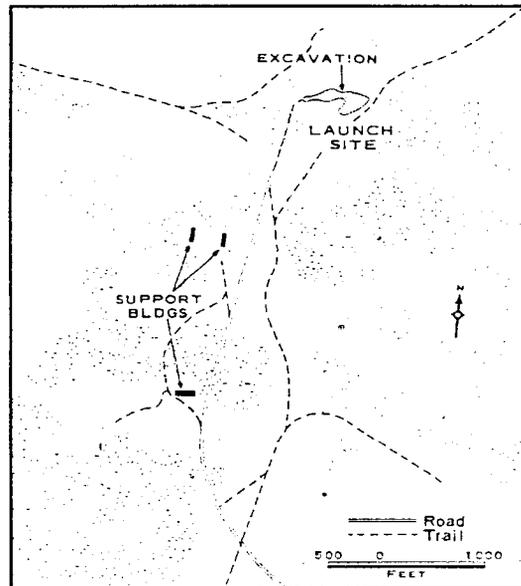


FIGURE 4. LAUNCH AREA B AS OF OCTOBER 1962.

road will eventually enter the site are more suggestive of a final pattern similar to that at Tyura Tam Launch Complex F than that at completed Type III sites.

Considerable other construction activity within the excavation is evident, but its nature cannot be ascertained. Also, the identity, location, and dimensions of any equipment in the excavation cannot be determined because of the small scale of photography.

A large spoil pile lies south of the control-bunker excavation. The spoil will probably be

used to cover the bunker. On the opposite side of the excavation and approximately 400 feet from the bunker is a probable spray pond 200 by 150 feet. North of the launch site, outside the fence, is a ditch aligned east-west, possibly for drainage.

In view of the inconsistencies between Omsk Launch Site A and Type III ICBM launch sites, Site A is possibly the first identified hardened launch site similar to Tyura Tam Launch Complex F.

LAUNCH AREA B

Launch Area B is located approximately 3.5 nm northwest of Launch Area A and approxi-

mately 12.5 nm and 9.5 nm from the Complex Support Facility and the Transfer Point, respec-

- 6 -

~~TOP SECRET RUFF~~

~~TOP SECRET RUFF~~

NPIC/R-64/63

tively. As of October 1962, the launch area was in the early stage of construction and had no well-defined limits (Figure 4).

The launch site, which is under construction, contains an irregular, shallow excavation measuring approximately 400 by 100 feet. Its depth cannot be determined. No notch is evident at this

stage of construction. Approximately 2,000 feet southwest of the excavation are two barracks-type buildings measuring 250 by 80 feet. One other building measuring 250 by 50 feet lies approximately 2,000 feet south of these buildings. As of October 1962, no new buildings had been constructed in the area since August 1962.

COORDINATES OF FACILITIES

Complex Support Facility	55-03N 73-30E
Rail-to-Road Transfer Point	55-05N 73-34E
Launch Area A	55-09N 73-38E
Launch Area B	55-11N 73-33E

REFERENCES

PHOTOGRAPHY

<u>Mission</u>	<u>Date</u>	<u>Pass</u>	<u>Camera</u>	<u>Frames</u>	<u>Classification</u>
	Oct 62				TOP SECRET RUFF
	Aug 62				TOP SECRET RUFF
	Jul 62				TOP SECRET RUFF
	Jun 62				TOP SECRET RUFF
	Jun 62				TOP SECRET RUFF
	Jun 62				TOP SECRET RUFF
	Feb 62				TOP SECRET RUFF
	Dec 61				TOP SECRET RUFF

MAPS OR CHARTS

ACIC. US Air Target Chart, Series 200, Sheet 0163-9A, 1st ed, May 59, scale 1:200,000 (SECRET)

ACIC. US Air Target Chart, Series 200, Sheet 0163-10A, 1st ed, May 59, scale 1:200,000 (SECRET)

REQUIREMENT

CIA. RR/E/R-256/62

NPIC PROJECT

JN-254/62

~~TOP SECRET RUFF~~