

DEPARTMENT OF DEFENSE INTELLIGENCE INFORMATION REPORT

Continuation Sheet

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Originator

22. (C) DETAILS:

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1. (C/NOFORN) Flying Activities:

a. During the last two weeks of December 1975, Source observed more frequent flying activities both during the day and at night, but was unable to identify the planes.

b. During the periods June-July, and November-December 1978, while working at Tank Maintenance and Repair Shop (TMRS) Construction Site at EL CANO (2302N-8228W, USBGN), on five different day-time occasions Source noted at least one plane taking off from the general direction of the Mid-day Highway (Autopista del Medio Dia). Source later identified the planes from unclassified reference material as camouflage-painted Antonov-12 (AN-12) aircraft.

c. Source's father was unable to describe the planes he observed during night flying activities because of darkness.

2. (C) Yellow Painted Markings:

a. Yellow circles, approximately one meter diameter, were periodically painted on the surface of the Mid-day Highway, in front of the entrance of the Soviet Memorial (figure 1, point 4). Source also noted that a yellow stripe boarding both sides of the Mid-day Highway, in the section used as a landing strip, was frequently repainted.

3. (C/NOFORN) Temporary Road Blocks:

a. Whenever the Mid-day Highway was being used as a landing strip during the day, Cuban soldiers erected several road blocks in the area and either stopped the vehicles for several minutes, or diverted the traffic to alternate roads. Source did not know the procedures utilized to seal off the area at night for aircraft flying activities but assumed they were identical.

b. One temporary road block was located at the intersection of the Mid-day and the Central Highway (Carretera Central), (figure 1, number 1). Source was allowed to drive through the road block, after an engineer or supervisor from the 4th Industrial Construction Brigade (4ICB) who rode in the cab with him presented a pass to the Cuban military official in charge of the road block. This pass authorized access to the TMRS to deliver construction material or inspect the construction.

c. At the next temporary road block (figure 1, number 2), Source was not allowed to drive thru, but was directed to the east, towards EL CANO. From EL CANO, Source drove south towards EL CHICO (2301N-8227W, USBGN), and then took 109th Avenue to the TMRS.

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d. Another temporary road block (figure 1, number 3), was located 500 meters south of the junction of 109th Avenue and the Mid-day Highway.

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e. Source believed that temporary road blocks were set up to the south of the landing strip. During flying activities, however, he always worked in the northern area of the landing strip or at the TMRS, and never actually saw these road blocks.

f. Source was unable to provide any information on temporary or permanent road blocks west of the Mid-day Highway, except to say that the area was restricted.

4. (C/NOFORN) Permanent Road Blocks: During 1976-77, all roads from EL CHICO and WAJAY (2300N-8225W, USBGN), towards Mid-day Highway, were permanently closed to traffic and the area became restricted. No official explanation was given.

5. (C/NOFORN) Equipment:

a. On several occasions during 1975 to 1978, Source observed from five to ten tanks parked on both sides of Mid-day Highway. The tanks had five road-wheels at the sides and were armed with unidentified guns with muzzle brakes, but without bore evacuators. Source identified the tanks as T-55 and T-62 Medium Tanks from unclassified reference material.

b. Source could not recall any exterior differences between Soviet and Cuban vehicles and equipment. Soviet soldiers, however, were easily identified at a distance: they did not have ethnic Cuban features, their complexion was very pale, and their bodies stank.

6. (C/NOFORN) Soviet Installations: Source believed that several unidentified Soviet installations were located to the west of EL CHICO and WAJAY, and on both sides of the Mid-day Highway, but was unable to pinpoint any specific area. This belief was based on rumors circulating among the population of the Marianao residential area of HAVANA, and on personal observation of trucks carrying Soviet soldiers in the area.

7. (C) Relocation:

a. Source was unable to confirm that the Cuban population of LOURDES and SAN JOSE DE VILDOSA (2300N-8229W, USBGN) had been relocated to another area to accommodate the Soviets.

b. A housing area consisting of approximately 200 houses (figure 1, point 5), was located almost diagonally across from the TMRS and at the end of September 1978 was still being used to house some Cuban civilians employed at the TMRS.

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8. (C/NOFORN) Soviet HQ:

a. Source did not know where the HQ for Soviet troops was located; however, the Main Administration Office for Soviet officers was located on 49th Avenue in the Kholy area of HAVANA City.

b. The Main Administration Office was known to both Soviet and Cubans as the White House (La Casa Blanca). According to the wives of the Soviet officers that visited Source's home to utilize his wife's services as a seamstress, the White House had the following offices for processing Soviet officers that arrived, departed, or went on leave to the Soviet Union:

(1) A medical section that made an initial examination before referring the officer or a member of his family to a hospital.

(2) A military justice section which prosecuted and punished any officer that broke Soviet military regulations or Cuban laws.

(3) A finance section that paid the officers personnel and made deposits to their accounts in the Soviet Union.

c. If Soviet personnel or their dependents misbehaved, a Cuban only had to mention the White House and the Soviets instantly became more civilized and courteous. The Soviet officers feared to be called to the White House.

(C/NOFORN) ORIGINATOR'S COMMENTS:

a. Source is a 49-year-old Cuban emigre truck driver and former political prisoner. From 1971 to November 1978, Source was employed as a truck driver with the 4th Industrial Construction Brigade working in and around the HAVANA City area.

b. Source was friendly and cooperative throughout the interview and is available and willing to be recontacted. This is the ninth in a series of reports from this Source.

c. Subject IIR was produced by a FORSCOM interrogator participating in this INSCOM project.

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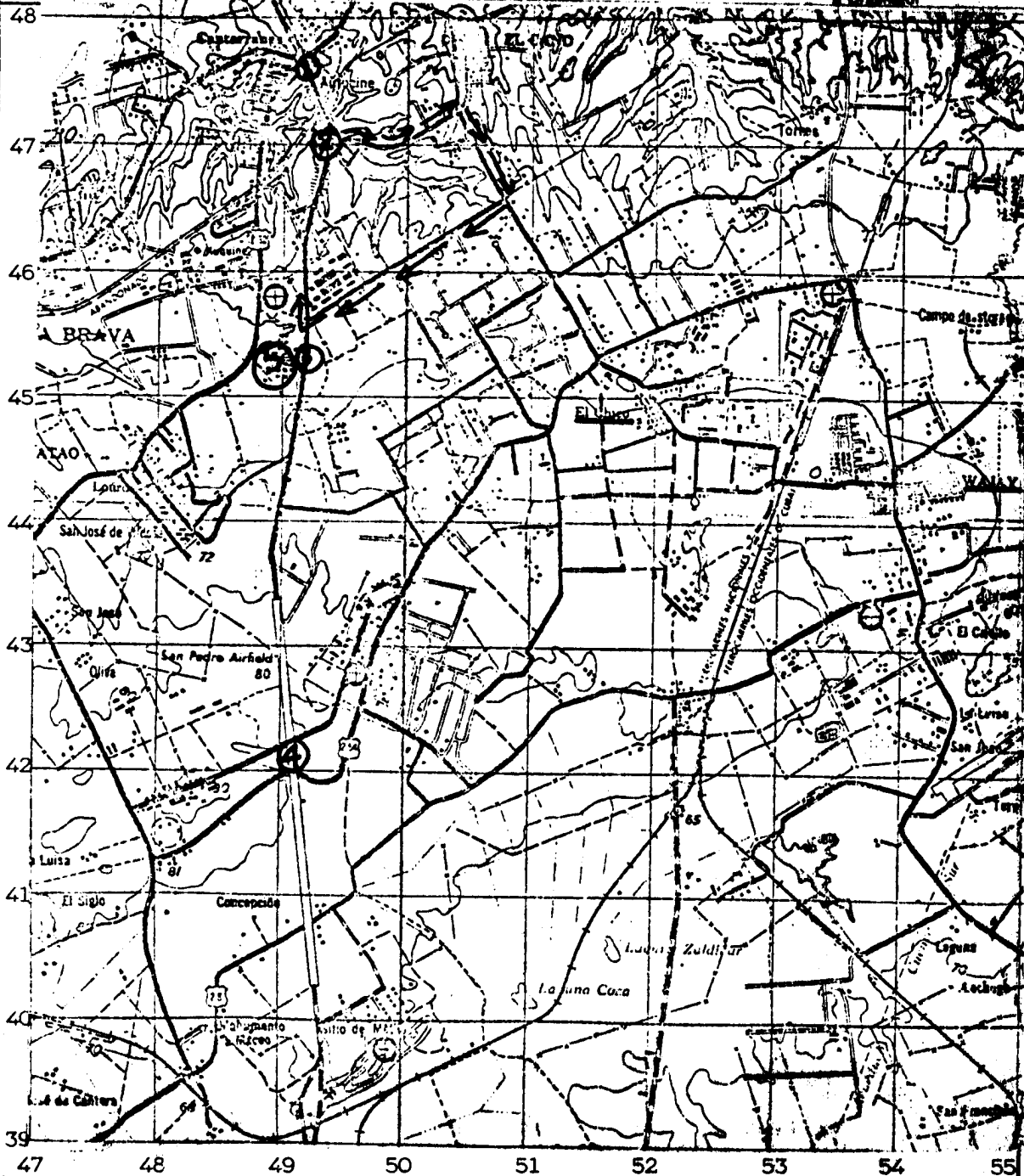
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Map Sheet 1631 III, Series E-724 - Sheet Name LA HABANA, Edition 1-TPC
Figure 1 1:50,000

LEGEND

- 1. Road Block
- 2. Road Block
- 3. Road Block
- 4. Yellow Circles
- 5. Housing Area

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