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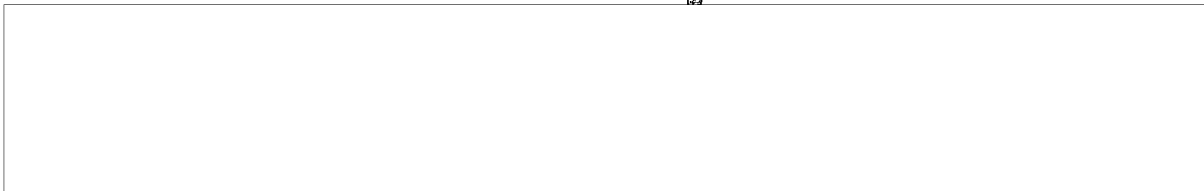
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JOINT PHOTOGRAPHIC INTELLIGENCE BRIEF
ARMY-NAVY-CIA-AIR FORCE

(Published and Disseminated by CIA/PIC)

SUBJECT : Sary Shagan Support Base NO : PIC/JB-76/60
LOCATION: Sary Shagan Area, USSR DATE : 22 April 1960
WAC : 245 COORD: 46°01'N 73°30'E

PHOTO DATA 25X1



REMARKS:

This brief, which identifies and describes the Sary Shagan Support Base, located at approximately 46°01'N/73°30'E, is the result of a preliminary photographic analysis. The base consists of a housing complex and an operational support complex (see Figure 1).

The housing complex is located on the west shore of Lake Balkhash. It contains 34 multistory apartment buildings, 31 apartment buildings under construction, and approximately 250 individual housing units. Also present are about 230 other buildings, including shops, utility buildings, warehouses, two large vehicle parks, and other supporting units.

The operational support complex is centered generally around the Moity -- Chu main rail line that passes through the base. The complex includes a new airfield, a probable missile assembly and checkout area (No 1), an adjoining unidentified area under construction (No 1), a possible solid propellant and/or warhead storage area, a nearby probable missile assembly and checkout area (No 2), a large rail-served storage and maintenance area, a second unidentified area (No 2), and a possible initial support area.

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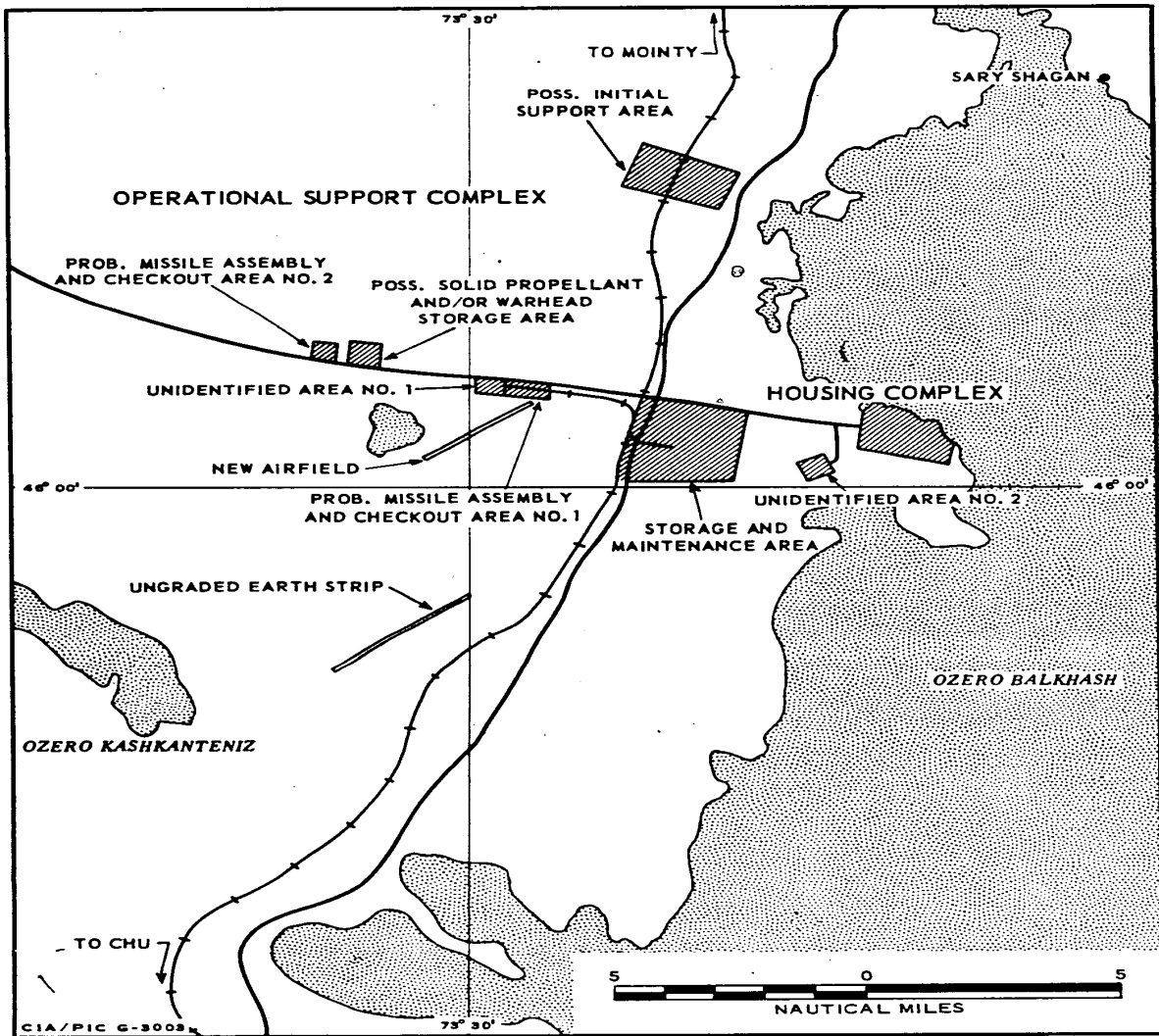


FIGURE 1. SARY SHAGAN SUPPORT BASE

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The new airfield is in late stages of construction. It has a concrete runway about 9,850 by 185 feet oriented northeast/southwest and a parking apron about 4,000 by 200 feet which parallels the southwest end of the runway. A taxiway leads from the parking apron to two hangars, one of which is under construction. Support facilities include a double-fenced POL storage point containing six earth-mounded circular tanks and excavations for two additional tanks. An ungraded earth strip approximately 16,300 by 260 feet also oriented northeast/southwest is located south of the airfield. A service road extends from the southwest end of the new airfield to the ungraded earth strip.

Probable missile assembly and checkout area No 1 is one nautical mile north of the airfield area and along the south side of the service road which extends to the west. The area, secured by a single wire fence, is characterized by construction activity and includes five drive-through buildings, a transloading point, and several other supporting buildings. The five drive-through buildings are positioned on interconnecting loop roads. The transloading point is both rail and road-served and has two bridge cranes for transloading operations.

Unidentified area No 1 adjoins assembly and checkout area No 1 and is in an early stage of construction. It contains 12 buildings in varying stages of construction, 2 of which are monitor-roofed. Extensive ditching interconnects most of these buildings.

The possible solid propellant and/or warhead storage area, located west of assembly and checkout area No 1, is road-served and secured by a double wire fence about 2,460 by 1,310 feet. The fenced area, parts of which appear to be in a late stage of construction, contains 11 revetted buildings, one nonrevetted building, a concrete hardstand, and an administrative-type building. A steam plant and warehouse are located outside the fence. The revetted buildings include 6 storage buildings enclosed by U-shaped revetments, with 4 measuring [redacted]

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The remaining 5 revetted buildings have a drive-through capability and are possibly for assembly or checkout operations: Three of these buildings measure about [redacted] one is 105 by 40 feet with a raised center section 60 by 40 feet, and the fifth is [redacted] with hangar-type door storage compartments. The nonrevetted building also has a drive-through capability and measures about [redacted]. The concrete hardstand, measuring about [redacted] is positioned along a loop service road.

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Probable missile assembly and checkout area No 2, which is under construction, is just west of the storage area. The area is secured by a double wire fence about 1,070 by 775 feet and contains one monitor-roofed drive-through building about [redacted] one partially revetted building about [redacted] and five small sheds. Construction in this area is not as advanced as in the nearby storage area. An unidentified building under construction near the entrance road may be a steam plant.

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The storage and maintenance area, located east of the airfield, is rail and road-served and encompasses a very large section of real estate. The area includes numerous open and closed storage facilities and several motor pools with maintenance facilities. The area appears to be the general receiving point for construction and other supporting material.

Unidentified area No 2, under construction, located east of the storage and maintenance area, is secured by a wire fence. The area contains one unusually long multistory building with a possible laboratory annexed to one end (see Figure 2), one barracks-type building, one probable steam plant, 18 support-type buildings of varying sizes, and several other buildings under construction. Other features include an excavation (probably for a fuel tank), numerous ditches (probably for pipelines) interconnecting several structures, and open storage of construction material and equipment.

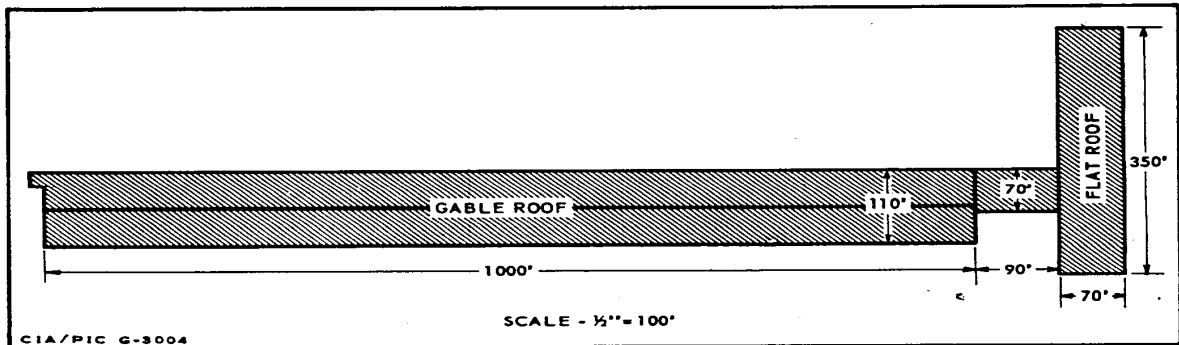


FIGURE 2. LONG MULTISTORY BUILDING IN UNIDENTIFIED AREA NO. 2.

The possible initial support area is located along the Mointy/Chu main rail line where it widens to a six-track rail yard. The area contains approximately 45 family-type dwellings, 18 apartment-type build-

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ings, 5 administrative-type buildings, and 20 transshipment- and warehouse-type structures. Other facilities include rail and maintenance shops, a central heating plant, fuel storage tanks, large open storage areas, and a vehicle park with maintenance facilities.

NOTE: Because of the poor quality of base maps of this general area and the scattered cloud cover on the photography, it is emphasized that the geographic positioning of these areas is only approximate at this time.

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