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5-17818 June 1965

PHOTOGRAPHIC INTERPRETATION REPORT

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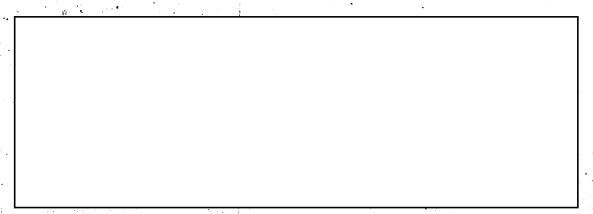
PROBABLE SOLID PROPELLANT ROCKET MOTOR TEST FACILITY AND ASSOCIATED PRODUCTION FACILITIES, KEMEROVO, USSR

DECLASS REVIEW BY NIMA / DQD

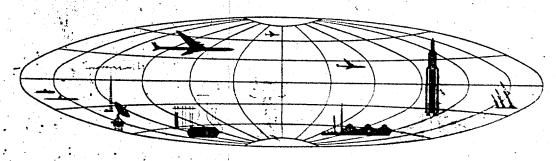




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NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



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INTRODUCTION

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This report describes a probable solid propellant rocket motor test facility and associated production and storage facilities identified near Kemerovo, USSR (Figure 1). The test facility is located at 55-26N 85-57L, on the north edge of Kemerovo Ammunition Loading and Explosives Plant Raketa 392

The production and storage faciliseparately secured areas nearby.

Kemerovo Ammunition Loading and Explosives Plant Raketa 392 was first observed on photographý of provided the only good-quality coverage in The site was not observed in raphy of the facility was obtained in When first observed in plant existed as presently seen except that con struction was underway at the Possible Solid

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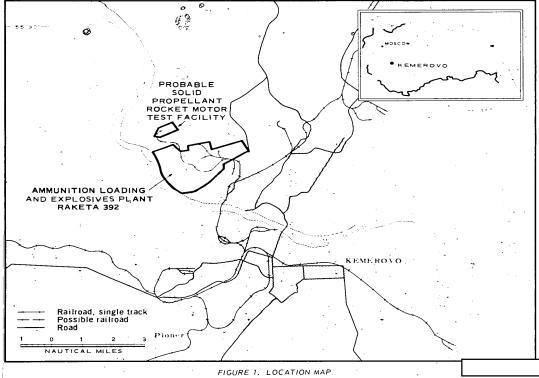
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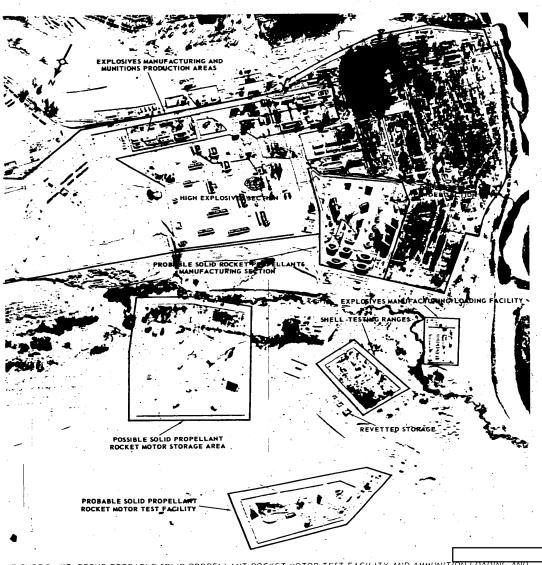


FIGURE 2. KEMEROVO PROBABLE SOLID PROPELLANT ROCKET MOTOR TEST FACILITY AND AMMUNITION LOADING AND EXPLOSIVES PLANT RAKETA 392, USSR.

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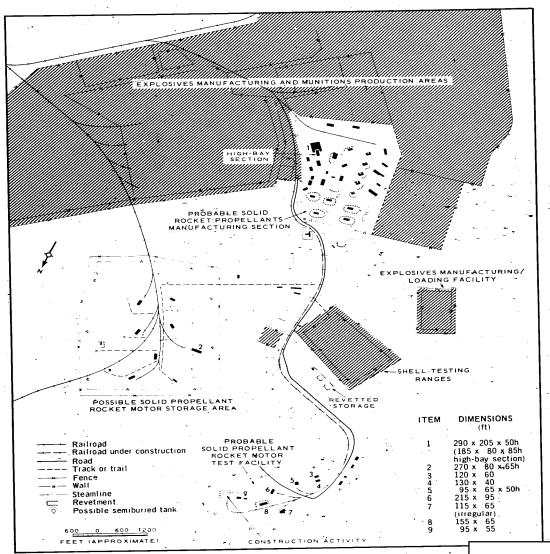


FIGURE 3. PROBABLE SOLID PROPELLANT ROCKET MOTOR TEST FACILITY AND ASSOCIATED FACILITIES

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	Propellant Rocket Motor Storage Area and the	present or under construction.	•
•	Probable Solid Rocket Propellants Manufactur-	Photographic coverage of	2
	ing Section. Construction of the Probable Solid	reveals that the continuing con-	2
,	Propellant Rocket Motor Test Facility had not	struction activity has been concentrated in the	
5)//B	yet started.	interior angle of the L-shaped revetment where a	
5X1D	By both the storage area and	possible vertical test stand is under construc-	
	the manufacturing section appeared to be com-	tion. Figure 4 presents a perspective view of	
	plete, and the test facility was in a late stage of	the revetment and the surrounding area of the	
25X1B	construction.	test facility.	
23710		This facility is similar in some ways to solid	
25X1B		propellant rocket motor test facilities at Krasno-	
	The period of construe	yarsk, Perm, Sterlitamak, Biysk, and Kamensk-Shakhtinskiv. 1-5 It does not, however, include	
25X1D	The period of construc-	an H-shaped or a modified H-shaped probable	
23X ID	tion also corresponds to the years when other Soviet solid propellant facilities I	assembly and checkout structure found at 4 of the	
	5 were under construction.	other 5 sites. This facility also differs in that it	
	5 were under construction.	has a large L-shaped revetment rather than a	-
	PROBABLE SOLID PROPELLANT ROCKET MOTOR	horizontal blast deflector.	
-	TEST FACILITY		
	The Probable Solid Propellant Rocket Motor	POSSIBLE SOLID PROPELLANT ROCKET MOTOR	
	Test Facility (Figures 2, 3, and 4) occupies an	 STORAGE AREA 	
	area of approximately 80 acres surrounded by	The Possible Solid Propellant Rocket Motor	
	both a wall and a fence. The most prominent	Storage Area, over 100 acres in area, is also	
	feature of the facility is an L-shaped revetment	secured by both a wall and a fence. It contains 7	
	50 feet high, the legs of which measure 330 and	or 8 storage buildings, 4 possible semiburied	
	240 feet long at the apexes. The revetment is	tanks, one small structure in a wraparound re-	
	sited in such a way that it will protect the stor-	vetment, and a newly built rectangular building	
	age area to the southeast from shock and vibra-	considerably higher than the others (item 2,	
	tion. There are 8 buildings within the walled	Figure 3). All of the structures except Build-	
	area, 1 of which is revetted on 3 sides and may	(ing 2 were present when the area was first; seen)	25
	be the control building. Dimensions of the prin-	in the second second lines (in large 2) in 65 fearth birth	
	cipal structures are presented in the table inset	The stallest building (item 2) is 65 feet high and could be used as a temperature-conditioning	
	in Figure 3. Grading patterns within the area in-	structure or possibly as a short-term storage fa-	
• •	dicate that rail spurs will serve at least 3 of the	cility for large rocket motors. This building is	
	buildings and the test stand cell. Two steamlines	similar to a building in the storage area adjacent	
	also enter the facility. Construction of this installation began be-	to the Probable Solid Propellants Manufacturing	
25X1D	fore at that time the south leg	Area at Kamensk-Shakhtinskiy, 5 Photography	_
20/10	of the L-shaped reverment was visible. By	of rewealed ground scarring in	2
2EV4D	the L-shaped revetment was visible. By	the area now occupied by Building 2; construction	
25X1D	to be nearly completed, and most of the buildings	of the building could be observed in	2
	discernible on the most recent photography were	it appeared to have been completed by	-2
			.2
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25X1D	No other significant changes have occurred in this area. PROBABLE SOLID ROCKET PROPELLANTS	Almost all of the struct except 2 or 3 buildings at the have been completed by exceptions appeared to be considered.	west side, appear to and these 25)	X1I
	MANUFACTURING SECTION	on photography of	25)	X1I
•	The Probable Solid Rocket Propellants Manufacturing Section is located between the pre-existing high-explosives and double-base powder manufacturing sections of the Raketa 392 plant (Figure 2). This new section is almost identical to the Probable Solid Propellants Manufacturing Area at Kamensk-Shakhtinskiy 5 and is similar to the larger of the 2 Probable Solid Propellants		r steam rising from 25	
	Manufacturing Areas at Perm. 2 The majority of the facilities in this section at Kemerovo appeared to have been present in 0			
25X1D	although most of them were then under construction. The better-quality photography of		25	5X1
25X1D	revealed continuing construc- tion; the high-bay section of Building I had been erected by that time, and the entire building was			•
25X1D	apparently complete by of the same year. The 85-foot high bay could be used for as sembling and casting large solid propellant rock et motors.		:	
		RAILROAD UNDER CONSTRUCTION		

FIGURE 4. PERSPECTIVE VIEW OF PROBABLE SOLID PROPELLANT ROCKET MOTOR TEST FACTORITY

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