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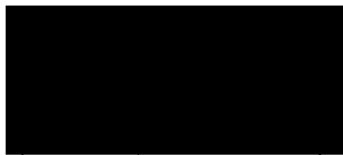
CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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COUNTRY USSR  
 SUBJECT Underground Bases of the Soviet Bomber Command

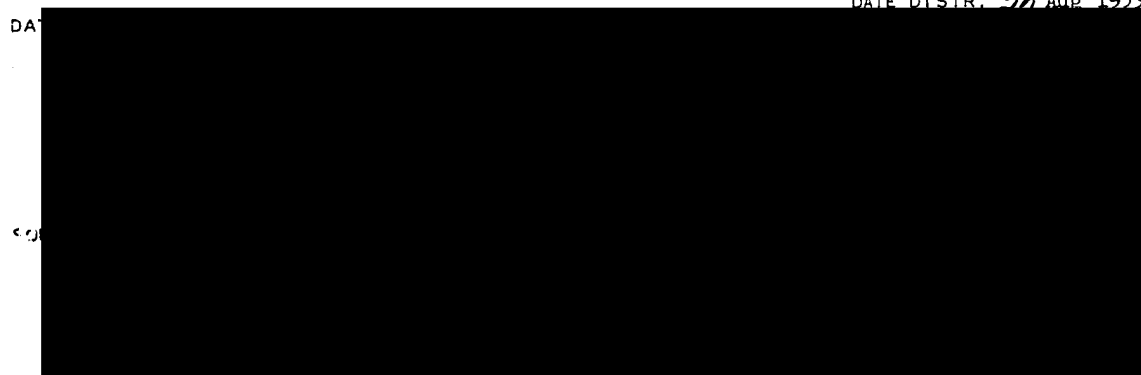
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1. It is no longer possible to keep secret the location of underground air bases for long range Soviet bombers. The long runways going out from the hangars cannot be concealed from air observation. The idea of underground bases is not new, but the fact that a nation has actually built dozens of them is somewhat unusual. Skeptics know that such bases are extremely costly. It is also obvious that the runways must remain on the surface of the ground. But the counterbalancing fact is that it is easier to repair damaged runways than it is to repair damaged heavy bombers. The underground bases are mainly for the protection of the aircraft, not so much for concealment.
2. The Soviet Union has the problem of constructing enough underground bases to put her entire heavy bomber fleet under cover. The magnitude of this problem can be determined by taking a look at the number of known Soviet heavy bombers. There are 400 six motor planes type 31 (also called TuC-75) and about 1,100 four motor planes types Tu-70 (or Tu-4) and Tu-709 bombers of the medium class. The last model is of about the same size as the Boeing B-29 Superfortress and looks somewhat like the B-50, while the first model looks more like the Convair B-36 Conqueror. The underground bases built up to now in the USSR have an average capacity of 100 to 120 heavy bombers apiece. Many, however, have room for fewer aircraft, and, if we take into account the fact that each base will probably have to accommodate a number of escort fighters we can figure that the Soviets would have to build at least 15 of these bases. Besides this the Long Range Bomber Command (ADD) has to have refueling points for each of its three air armies and the Arctic Fleet. We can assume that some of these refueling points must also be underground for protection. Sixty underground airbases of this kind would be too few for the USSR. In European USSR alone, about two dozen underground airbases can be counted. We can see from this what a terrific building program has to be fulfilled by the Soviets.
3. The hangars are built with reinforced concrete. For small and lighter construction, brick columns are placed under lighter roofs. In a few cases the

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hangars are blasted out of rock, and the hangar walls are formed by the natural stone. The capacity of the large bases is, as was stated earlier, between 100 and 120 long-range bombers of the four-motored models. Smaller bases hold up to 35 airplanes and have, usually, only one hangar. In one known airbase, there are underground hangars for 50 bombers, and separated from these hangars are other hangars for 70 fighter-escort planes. In the repair shops, there is usually a capacity of between 20 and 50 airplanes. Very often, there are also hangars on the surface nearby. The hangars are usually built in two or three groups. In one case, the underground facilities are over 500 m long. The average length is 200 to 250 m. A specific hangar has the dimensions 200 by 50 by 12 m. The thickness of the steel-reinforced ceilings is estimated at one to 1.5 m. Over the roofs of the hangars there is often from five to six m of earth. The half-sunken hangars have roofs from 2.5 to six m thick. The underground fuel tanks in one airbase are covered with one m of steel-reinforced concrete, and five m of earth. These fuel tanks are located several km from the airport, and are distributed over 100 m. This fuel reservoir consists of fifteen 100 ton tanks.

4. Examples of Underground Bases:

a) The Military District of Leningrad:

- 1) Pushkin (earlier Dietskovo Selo): 25 km south of Leningrad. Several hangars in the Pushkino Hills which border the southern side of the airbase. Ten concrete runways, some of them two thousand m long. Underground fuel and ammo depots. The hangars are designed for 50 bombers and 70 fighters. The base has an area of six x four km.
- 2) Schlusselfurg: At the mouth of the Neva on Lake Ladoga. The underground hangars are on the eastern edge of the seven x three km airbase.
- 3) Tsno: 60 km southeast of Leningrad. Hangars with built-in catapult installations.
- 4) Krasnozversk (formerly Gattachina): 45 km southwest of Leningrad. Several underground hangars. Is used for parachute training. There is a flight school in the vicinity.
- 5) Pskov (Pleskau): On the Soviet-Estonian border. Two groups of underground hangars equipped with attached repair shops and fuel tanks and a narrow-gauge railroad which goes to the ammunition depot. The surface area is three x 1.5 km. There are two or three concrete runways and the hangars accommodate 100 heavy bombers.
- 6) MGA: 52 km east southeast from Leningrad. Several underground hangars. Fuel and munitions depot lie to the east of the field.

b) The Special Military District of the Baltic: (Estonia, Latvia, Lithuania)

- 1) Tallin -Laanemae: Estonia. The underground hangars are blasted out of the limestone. The surface of the field is so hard that it can be used by heavy bombers without concrete paving. On the same rise in ground eastward from Tallin is the airbase of Ulemiste. Its underground hangars are designed for different models of aircraft. Because this airbase is on the sea coast there is a possibility that it is used for seaplanes as well.
- 2) Riga-Spilva, Latvia: Three groups of underground or partially buried hangars for two-motored bombers. The base serves also as a field for a nearby aircraft factory. The airfield had to be banked up to make it free from floods.
- 3) Kaunake, Latvia: Underground hangars under construction.

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- 4) Ventspils, Latvia: Two underground hangars from 200 to 250 m long. Underground shops.
  - 5) Jelgava, Latvia: A new base with underground hangars over 500 m long.
  - 6) Krustpils-Nord, Latvia: Hangars on the surface but covered with earth. It is actually a well-protected fighter base.
  - 7) Kaunas, Lithuania: Surface and underground hangars for heavy bombers. The underground hangars handle 35 four-motor bombers apiece, the surface hangars take 18 bombers each. A new base has been built northeast of the city. It has large underground hangars.
- c) The Military District of Moscow
- 1) Podolsk: About 40 km south of Moscow. Underground hangars, fuel and munitions depots.
  - 2) Sebezh-East: On the Latvian border, west of Velikie Luki. Hangars dug into the ground and 15 underground fuel tanks.
  - 3) Sherbakov (Rybinsk): On the Sea of Rybinsk southeast of the city in the direct vicinity of the new turbobomber factory and the old aircraft engine factory No 26. The underground hangars and shops are 250 m long. There are also hangars on the surface. This base is used by four and two motored bombers.
  - 4) Kalvazin-South: On the right bank of the Volga northeast of Moscow. The area is five x three km and there are several concrete runways with the underground hangars on the southern edge of the air base. The flying personnel are accommodated in a nearby estate.
  - 5) Moscow-Sheherbinka: 20 km south of Moscow on the Oka river. Underground hangars for heavy bombers. Several concrete runways. Airbase officers are in an old estate.
  - 6) Kolcma: 120 km southeast of Moscow, on the Oka River. Large underground fuel supply area. Fifteen 100 ton tanks covered by one m of concrete and five m of earth. Safety distance between tanks 100 m. Railroad branch line.
  - 7) Ryazan-Dvazilevo: Southeast of Moscow, on the Moscow-Rostov Railway. Underground hangars capable of holding 100 heavy bombers. The hangars have catapult equipment built in. Lately there has been two regiments (about 80 airplanes) of two-motor bombers and one regiment (about 40 airplanes) of four-motor bombers. The surface area of the airbase is five x three kilometers.
  - 8) Tamboff-East: On the railroad line Moscow-Ryazan-Saratov. Two groups of underground hangars, one with a capacity of 120 heavy bombers. Underground fuel tanks in the vicinity of the hangars, with fuel being pumped to the hangars through a pipeline by a pumping station, which is located four km away on the railroad line. The airfield, which is situated in a forest, is four km long and two wide. There are several concrete runways designed for use by heavy bombers. Stationed here are two regiments of four-motor bombers, one regiment of two-motor bombers, and two echelons of escort fighters.
- d) Military District of Kuibyshev (Volga District):
- 1) Kuibyshev-North: At the confluence of the Volga and Sarara. Underground hangars holding about 50 fighter planes. Evidently, this airfield is connected with one of the underground aircraft factories in the vicinity of the city.

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d) Military District of Kiev:

- 1) Kiev-Southwest: Capital of the Ukrainian SSR. Air force garrison with two airfields, both about five by two km. Both fields are equipped with underground and surface hangars. The new airfield, which is used by four-motor bombers, has concrete runways two thousand m long. The old field is used for the training of parachute jumpers, and has several runways 1,500 m long.
- 2) Kiev-Shitomir: About 20 km west of Kiev on the road between Kiev and Shitomir are several airfields. One of them has underground hangars.
- 3) Kalinovsky: North of Winnitsa. One of the largest airfields in the Ukraine. Equipped to handle heavy bombers and equipped with underground hangars and workshops.

e) Military District of Minsk:

- 1) Kobrin: East of Brest-Litovsk. Five large underground hangars, with attached workshops. More than 100 airplanes, mostly four-motor bombers, are often stationed at this field. The area is five km by three km.
5. There are also examples of the construction of underground airfields in the Satellite states. Such are the bomber bases in northeast Hungary, and in the oil fields near Ploesti, Rumania. There also will be built similar fields in East Germany. Known are Tutow and the area around Gottbus.

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