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SECURITY INFORMATION

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CENTRAL INTELLIGENCE AGENCY
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INFORMATION REPORT



COUNTRY: USSR

DATE DISTR. 3 Apr 52

SUBJECT: Airfields near Kimry, USSR

NO. OF PAGES 2 25X1A

PLACE ACQUIRED:

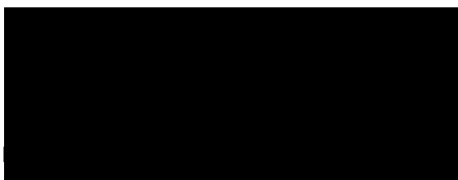
NO. OF ENCLS. 1
(LISTED BELOW)

DATE ACQUIRED

SUPPLEMENT TO REPORT NO.

DATE OF

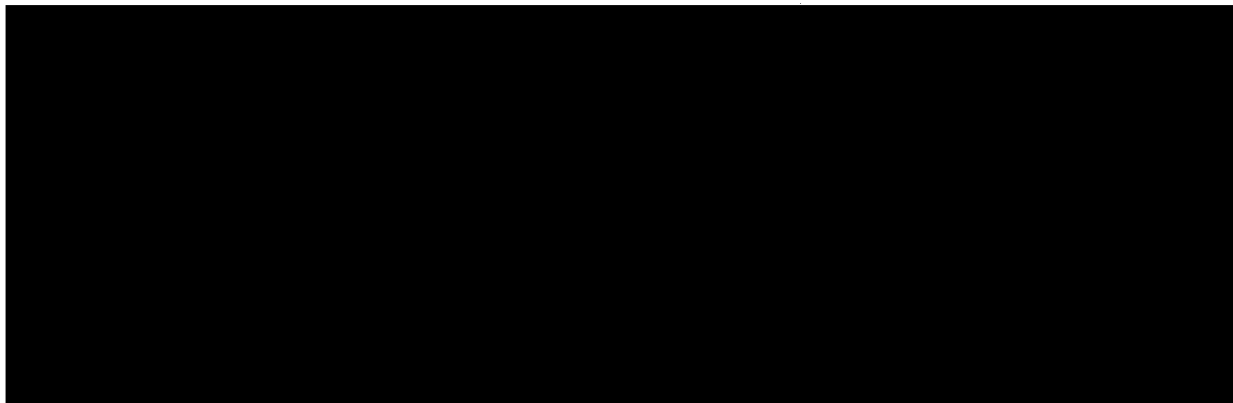
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I noticed aircraft activity to the northeast of Kimry and also heard of aircraft activity at other points near there.

- 2. Reference is made to chart number 37-10 A M S Series N501 of Kimry (56° 54' N - 37° 18' E) on which I can locate the following points:
See Enclosure (A)

Point 1 Airfield

Approximate location of flying activity seen from the center of Kimry. I saw aircraft ascending and descending in this area and assumed that there was an airfield located here. This activity was greater than that at the Borki airfield (point 4), and this activity was

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I observed jet fighters of an unknown type, and also twin-engined aircraft, type unknown, flying around this area. At night, this area was well lighted, but no beacons or searchlights were noticed. Flashes, as from guns, were also observed at night, followed by the sound of the report. Parachuting activity was not observed. I never asked any Soviets for further details, because I knew from experience that the Soviets would have answered with their usual, "I don't know".

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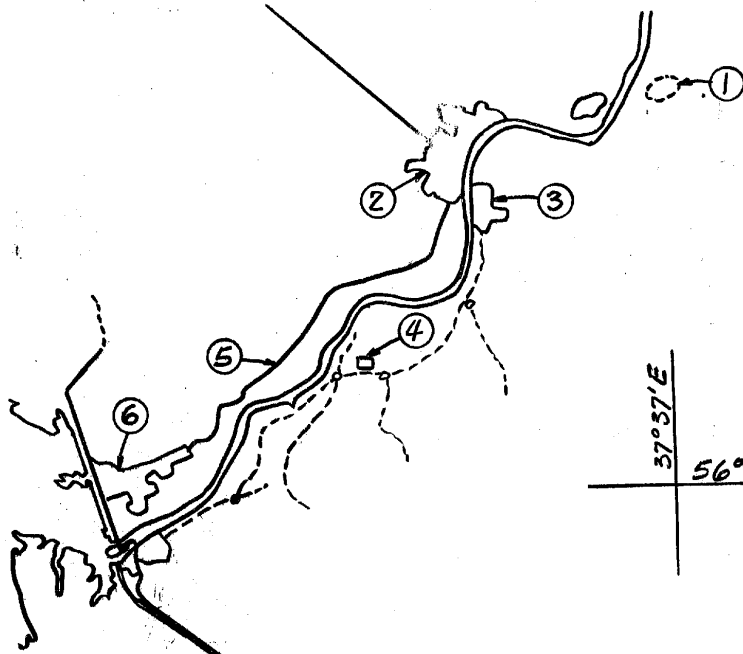
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57°00'N
37°00'E



37°37'E
56°45'N

37°15'E
56°30'N

OVERLAY of CHART AMS SERIES N501
NO 37-10 KIMRY

Enclosure (A)

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Point 2 Kimry 25X1A

 for further details.7

Point 3 Savelova

(56° 52' N - 37° 22' E) See comment on Point 2.7


Point 4 Airfield

Approximate location of an airfield known as Borki to the Germans. I deduced that this was the airfield from details given me by Germans who had been there. There were two parts to this airfield, one part used for flight testing the Junkers experimental airplanes produced at Podberesje, and the other part was a military field. The part used by the flight testing crew was rather primitive, according to Germans who had been there, and was not usable during the rainy and thawing periods of the year. The military part had a concrete runway with steel mat extensions and was probably usable all year round. I heard that this section was quite new, had modern buildings, and that jet fighter aircraft of the SAF were based there. I myself observed aircraft similar to MIG-15's flying around in the area from my apartment in Podberesje. I am quite sure that they were MIG-15's as they were identical to MIG-15's I saw in Dessau, Germany in August 1951. The Soviet flight testing crew at Podberesje began operations here in September 1949. They could either take a truck to Kimry, using the road (point 5), cross the Volga River with a ferry and then drive south to the field, or they could take a motorboat down the Volga River, disembark near the field, and walk the rest of the way.

Point 5 Road

Coarse stone covered road, about 5 m wide, soft shoulders, impassable in the thawing and rainy periods, and in winter only passable by sleigh.

Point 6 Podberesje 25X1A

 for further details.7

Point 7 Nikolskoye

(56° 30' N - 37° 30' E approx) I heard from Soviets that there was an airfield near this town which had once been considered for flight testing Junkers experimental aircraft. I do not know why Borki (point 4), had been selected instead of this field. The Nikolskoye field was under consideration in April-May 1949, after flight testing was no longer done at the fields in Ramenskoye (55° 34' N - 38° 14' E) and Toplistan (about 20 km SW of Moscow).

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ENCLOSURE (A) Airfields Near Kimry, USSR

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