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Development of the Soviet Arctic Air Network

1. The development of the Arctic air network of the Soviet Union, which daily assumes increasing significance, has either paralleled or preceded the industrial development of the Arctic. At the present time, many problems involved in the establishment of this network have not been resolved. Ground facilities are still far from perfection; even though specially constructed planes give satisfactory performances, the planes which have come off mass production assembly lines frequently break down and cannot readily be repaired. The accident rate in this area is probably higher than in any other region in the world.

In 1938, there was only one single air route crossing the continent. This ran from Leningrad to Arkhangel, Ust Usa, Novy Port, Igarka, Tiksi, Ambarchik, and Anadyr. This was a commercial line which required nine days to complete the entire trip. It was closely linked with the great Trans-Siberian line from Moscow to Vladivostok. The links were as follows: Sverdlovsk to Novy Port, Krasnoyarsk to Igarka, Irkutsk to Tiksi, and Ykpitski (sic; Irkutsk ?) to Ambarchik.

3. The line had 25 planes in 1938, 12 airports completely constructed, and four in process. It transported about 500 tons of freight and 1,000 passengers annually.

Glavsevmorput (Chief Administration of Northern Sea Routes) at that time had 156 reconnaissance planes, 20 airfields which could be used in all seasons, sometimes jointly with the commercial line, 53 airfields which could be used only from July to October, 56 naval aviation bases, and a number of meteorological posts. In 1937, its total flight time was 16,000 hours.

The Arctic Institute of Leningrad, working in close cooperation with Osoaviakhim, had 300 airplanes for scientific exploration of the Arctic, some of which were quite large. The Institute also had five semi-rigid dirigibles of the VV-11 type. In 1937, the Arctic Institute together with Osoaviakhim put in 22,000 hours of flight time.

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- 6. The rather optimistic figures of official bureaus for these lines at this time were misleading in the picture they created of the condition of the Arctic air network. The commercial line until 1941 functioned only in the most sporadic manner. Seventeen accidents occurred on this line in the year 1938; two planes were stranded at Tiksi, where they could not be repaired. In October 1948 (sic; probably 1938) a large three-motor plane, immobilized at Ambarchik because of a faulty carburetor, was completely destroyed in the course of two weeks by rough weather. This incident provoked an investigation which led to the shooting of 40 persons and the deportation of 150 others for life. These difficulties, however, did not discourage the Soviet authorities, who allotted very large budgets for the development of Arctic aviation.
- 7. In 1938, two factories were constructed at Sverdlovsk and Magadan which were to specialize in the construction of planes to be used in the Arctic. The plan called for an annual production of 500 planes at Sverdlovsk and 250 at Magadan. In 1939, when the Nazi-Soviet pact entered into effect, 300 German technicians were employed at Sverdlovsk.
- 8. In 1938, Soviet military air forces in the polar regions consisted of three brigades. Each brigade was composed of three groups of 30 planes each. There was a reserve of 150 planes for the three brigades. In addition, there was one-half of a brigade of semi-rigid dirigibles.

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State of Soviet Arctic Aviation as of 1946

- 9. In 1945, a restricted publication of the Soviet Arctic Administration (sic) estimated the total number of civilian and military planes under its jurisdiction as 3,500, of which about 1,000 were four-motored and more than 200 six-motored. In addition there were 70 semi-rigid dirigibles and 250 meteorological balloons. Total personnel assigned to this duty equaled 120,000, of which more than half were deportees. ??
 Comment: These figures appear to be highly exaggerated.)
 Polar aviation was under the administration of five agencies:

- a. Aeroflot: Commercial aviation is under the jurisdiction of Aeroflot. Its responsibility consists of linking 1.) European Russia with the Far East following the line of the Arctic coast and 2.) various stations along the Arctic coast with points in the interior of the continent.
- b. Glavsevmorput: Glavsevmorput is administered by Aeroflot. For further details, see paragraph 36 below.
- c. Leningrad Arctic Institute: Exploratory arctic investigation is carried out by the Leningrad Arctic Institute. Its duties consist of widening Soviet knowledge of polar regions, exploring new regions, and studying all the possibilities opened up by the Great North.
- d. GUMZ: [REDACTED] Comment: It is not known which MVD direct-
 orate this is.) GUMZ aviation, according to source, is under the administration of the Leningrad Institute. [REDACTED]
 Comment: It is extremely unlikely that GUMZ would be under the direction of any agency but the MVD.) Its tasks include the control of deportation regions, the maintenance of order, and the transporting of deportee manpower to areas where there is a need for this type of labor force.
- e. Military Air Forces of the Soviet Army: The duties of the military air forces in the Arctic include the defense of the USSR in case of attack from the north and the conducting of investigations and studies with a view toward eventual Soviet offensive operations to be initiated from Soviet polar bases on the Euro-Asiatic continent.

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Commercial Lines of the Soviet Arctic

10. The commercial air line, Aeroflot, an official agency of the Soviet Government, is often used for purposes which can not be regarded as strictly commercial. But, since the agency is nominally a commercial air line, it is convenient to consider it from this point of view. It should be noted that official Soviet literature has been altogether silent regarding details of the Arctic air routes. Soviet propaganda, both internal and external, has, on the contrary, boasted of the existence of an extensive air network in the polar regions. Probably the true picture resembles what little information may be gleaned from official figures rather than the highly exaggerated propaganda claims.
11. It is estimated that there are about 25 lines in the Arctic network. The fields which are linked by these networks vary from those which are well-equipped and completely installed to others which are almost altogether inadequate. Moreover, the airplanes in use vary from ultra-modern to obsolete and unsafe. On some lines, a rigid time schedule is observed. On others, the time table exists only on paper.
12. The commercial Arctic air network of the Soviet Union may be said to cover that part of the continent north of the sixtieth parallel. Administratively, this network has its center in Moscow with subsidiary headquarters at Arkhangel, Novy Port, Yakutsk, Magadan, and possibly also at Khatanga and Ambarchik. There are three lines which do not belong to the Arctic system of administration but which complement it and must be considered in the picture. These three lines have a regular time-table and run at frequent intervals.
 - a. Moscow-Kazan-Sverdlovsk-Petrozavodsk-Omsk-Novosibirsk-Krasnoyarsk-Irkutsk-Ulan Ude-Chita-Pavlovich-Blagoveshchensk-Khabarovsk-Vladivostok: This is the Trans-Siberian line, a particularly important system in Soviet air communications.
 - b. Moscow-Leningrad-Petrozavodsk-Kirovsk-Murmansk: This is a daily flight. The run from Leningrad to Murmansk is especially important.
 - c. Moscow-Leningrad-Omega-Arkhangal: This line runs regularly three times a week.
13. The following lines are actually part of the Soviet Arctic network:
 - a. The longest line and the primary artery of the network links Moscow to Anadyr, passing through Kotlas-Ust Ukhta-Novy Port-Igarka-Khatanga-Tiksi-Ambarchik and Markovo. Its original course was from Igarka to Tiksi without a stop and from Tiksi to Markovo without a stop. This became a regular line in February 1940. At that time it required from nine to eleven days to complete the flight. Today, according to official time-tables, it is done in four days. Moreover, it is planned to cut this time eventually to 55 hours. In 1946, there was daily service on this line, according to time-tables. Actually, the flight was undertaken about every three or four days. Although the four-motor planes, Nos. SSR-H-183 (sic: N-183?) and N-184 gave good performance, there were many delays because of inadequate lighting and signal facilities at the airfields. The process of obtaining clearance for landings and take-offs took a great deal of time. This line had 12 accidents in 1945. Ice conditions or inadequate markings of airfields were the chief causes.

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- b. The second important Arctic air artery links Moscow to Vladivostok, following the course Kotlas-Tyutinsk (sic: Turinski ?) -Samarovo-Yakutsk-Komsomolsk-Vladivostok. Flights on this line are much more frequent and regular than flights on the line described in paragraph a. above. Tyutinsk and Samarovo have a common airfield which is located at the southern boundary of a large deportation zone known alternately as the Omak or Obskaya Guba zone. This field is under the direct administration of GUMZ-MVD. Between Tyutinsk-Samarovo and Yakutsk the regular flights make two stops which are not always the same. The first is made at either Yeniseisk or Podlameniye (sic ?), the second at Vilyuisk or Olckminsk. This line was initiated in 1945. The planes used at that time were four-motored types delivered to the USSR by the US as part of the lend-lease program. They appeared to have poor defrosting systems. Since that time, the Soviets have tried to use six-motored (sic) planes constructed in Sverdlovsk. The Soviets have improved and modernized the fields to receive these larger planes and have achieved surprising results in safety and regularity on these flights. Occasionally, these large planes do not stop between Samarovo and Yakutsk.
- c. Another important line on a weekly schedule runs as follows: Omega-Kotlas-Syktvykar-Kabakovsk (sic) - Tyutinsk-Samarovo-Kargassok (sic) -Tomsk-Novosibirsk-Stalinsk. The section from Tyutinsk-Samarovo to Stalinsk has three runs weekly. The planes generally used for these flights are two-motored, twelve passenger types.
14. In the Arctic air network, only these three lines (described above in paragraphs 2a, b, and c) have any regularity in their schedules. All the others, with the possible exceptions of the Krasnoyarsk-Dickson and the Vladivostok-Magadan lines, are very irregular. Sometimes traffic on these lines is heavy, and at other times it is very light.
15. Arkhangel-Mezen: Supposedly a twice-weekly service. This line has an alternative, Arkhangel-Omega-Kotlas-Syktvykar, which does not operate regularly except when the GUMZ functionaries require it.
16. Moscow-Fustoversk, via Kotlas and Ust Tsilma: Supposedly a weekly flight, but actually from Kotlas on it is a branch of the lines Moscow-Anadyr and Moscow-Vladivostok via Yakutsk.
17. Murmansk-Omega-Arkhangel-Novy Port-Dickson: Although no official mention of the existence of this line may be found, it is nevertheless known to exist. It is served by an unusual type of four-motor plane of Aeroflot, but seems to carry out no commercial flights. It transports high officials and technicians. The number of flights per week is not known.
18. Sverdlovsk-Novy Port and probably Dickson: Supposedly a weekly flight.
19. Kurgan-Tobolsk-Tyutinsk Samarovo-Novy Port-Tazovskaya: Kurgan is a very important Soviet Army headquarters. On the other hand, Tazovskaya, at the junction of the Ob and the Taz is also an important military center where several of von Seydlitz' staff officers were brought in the summer of 1945 in great secrecy. It is probable that this line actually exists and is used for the transport of military passengers.
20. Omak-Tara: Tara has one of the largest screening centers for deportees in the entire GUMZ administration. It provides deportees for the region of the Obskaya Guba as well as for the 7th, 9th, and 25th deportation zones. Tara has an airport under the direct control of GUMZ.

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21. Krasnoyarsk-Yeniseisk-Podkamennaya-Igarka-Norilsk-Dudinskoye-Dickson: This line actually carries out commercial operations, linking the rich basin of the Yenisei with the large center of Krasnoyarsk. It is planned to run a daily schedule on this route in 1949. The air-fields of Krasnoyarsk, Igarka, Dudinskoye, and Dickson were so good in 1945 that even by that time there was a regular service three times a week with additional flights from time to time. The planes used were four-motor types made in Sverdlovsk.
22. Dudinskoye-Taimyrsk-Nordvik-Khatanga: Supposedly a weekly flight.
23. Khatanga-Nordvik-Tiksi: This line is a local alternate of the primary artery Moscow-Anadyr. It appears to operate once a week in the summer months.
24. Ykutsk-Ust Kut-Bodaibo-Yakutsk: An old commercial line which, in the past, has run on a tri-weekly basis. It is planned to put this line on a daily basis in 1949.
25. Yakutsk-Zyryanka-Ambarchik-Balagan-Peveke (also called Ardyk (sic) and Chayvatsk (sic: Chausnaya ?)): Zyryanka seems to be the location of a new heavy industry combine. As in the case of the lines mentioned above in paragraphs 16, 17, and 18, this line appears to be for officials and Soviet Army personnel.
26. Peveke-Wrangel Island: Flight once every ten days or whenever special military or scientific needs arise.
27. Khabarovsk-Aleksandrovsk (Sakhalin)-Okha-Petropavlovsk: No information.
28. Petropavlovsk-Magadan-Okhotsk-Nikolayevsk: No information.
29. Vladivostok-Khabarovsk-Komsomolok-Magadan: Very heavy traffic on this line. It runs on a tri-weekly basis or, when the need is greater, on a daily basis. It uses four-motor planes built at Magadan.
30. Magadan-Markovo-Kolyuchinsk: Kolyuchinsk is an important screening center of GUMZ. The air route was recently brought into service. It serves both GUMZ and Soviet military personnel.
31. Magadan-Zyryanka-Ambarchik: In 1945, this line was shown on a Soviet air map as planned for bi-weekly operation beginning in 1947.
32. Tiksi-Ivakov Island. The information in paragraph 25 above also applies to this route.
33. Khatanga-Cape Chelyuskin-October Revolution Island: See paragraphs 25 and 31 above.
34. There are probably three other lines in the Soviet Arctic air network, since a Soviet publication of 1946 spoke of 25 different routes. To date, it has not been possible to identify the remaining three lines. It is quite likely that one of them links Murmansk and Anderna and that another links the northern continental coast with Novaya Zemlya and Franz Joseph Land.
35. In 1945, Soviet commercial aviation in the Arctic used a total of 450 planes, of which 250 were planes of the line. According to official figures, the network covered a total of 50,000 kms. Total flight time for the year was 300,000 hours; 47,000 passengers and 33,000 tons of freight were transported. These official figures have not been confirmed.

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Glavsevmorput

36. The task of this agency is the maintenance of security for all Soviet Arctic navigation. This involves the reconnaissance of ice formations, the opening up by bombing of passages in ice floes, and the assistance of ships caught in the ice. Three principal types of planes are used for these operations: polar reconnaissance planes, bombers, and transport planes. Frequently, Glavsevmorput calls on military units for the use of bombers. The transports in use by this agency are obsolete types whose numbers are SSR-B-169 (SSR-N-169 ?), N-170, and N-171. In 1938, Glavsevmorput had 20 land planes usable in any season and 53 planes which could be used only from July to October.
37. The following is a list of airfields used by Glavsevmorput:

Ambarchik	Nagadan
Anabarsk	Mezen
Anadyr	Murmansk
Anderma	Nizhnaya Pesha
Belagan	Nordvik
Begyuchev	Novy Port
Bolshaya (Indigorka ?)	Peveke
Bolshaya Guba	Providenniye
Bulan	Pustozersk
Charbarova (Khabarova?)	Taimyrsk
Cheliyuskin	Tiksi
Dickson	Verkhnoye Pyasino
Khatanga	White Island (probably in the Kara Sea)
Kolyachinsk	Wrangel Island
Kolyuiyev Island	Yakutsk
Krasino (Novaya Zemlya)	field at the mouth of the Gyda
Iyakov Island	Vosinskaya

38. In 1945, Glavsevmorput had more than 300 planes and put in more than 30,000 hours of flight time.

The Institute of Arctic Aviation

39. This agency, which is primarily concerned with scientific experimentation and exploration, uses reconnaissance planes, frequently of the latest model, and transports. Some of the reconnaissance planes display the prize awarded to the Institute. It is estimated that the number of planes used by this agency totals 400.

Characteristics of Airfields and Bases

40. There are in the USSR more than 200 polar airfields, i.e., fields located north of the sixtieth parallel. The following list includes only about one quarter of the total. 25X1A6a 02300
Comment: It should
 be noted that not all of the fields listed below are actually north of the sixtieth parallel.)

- a. Onega: At Onega there is a large airport which appears to be completely ruined. The airstrip, more than a kilometer in length, is not kept in good repair. The marking of the field is inadequate. There are four hangars in very bad condition, each capable of holding seven bi-motor transports. Barracks serve as administration offices. A well-equipped repair shop had been finished in 1941, but by 1945 there were no tools or equipment left. An important stock of oil was stored underground at this field during the initial stages of the war, but it is not known if this oil is still there. Onega is an important terminus and a stop on the line from Murmansk to Port Dickson. The Soviets seem to attach great importance to

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this poorly maintained airfield and to its rather limited traffic. That is why frequent NKVD (MVD) purges have sent personnel charged with sabotage from this airfield to concentration camps. There are never more than ten planes a day at Onega.

- b. Arkhangel: This field has only moderate transport traffic, but there are a large number of reconnaissance and pursuit planes. The approaches to the field are well guarded. The dimensions of the field are approximately $1\frac{1}{2}$ km by $1\frac{1}{2}$ km. Only two hangars are visible. Source believes there must be underground hangars. In 1945, an average of 100 take-offs and as many landings were observed in the course of a day.
- c. Mezen: Mezen has an airfield seven kilometers from the port on the right bank of the river of the same name. The airfield consists of a limitless flat plateau. There are five barracks, a hangar, and a repair shop on the north side of the field. Construction work on underground hangars and field markings was begun in 1943 but left unfinished the following year. The repair shop, able to repair planes which have been only slightly damaged, is not of any real significance. Oil is brought by boat from Arkhangel but often in insufficient quantities to satisfy the needs of the field. The traffic, particularly that of commercial planes and planes of Glavsevmorput, is limited. In certain seasons, early June and late August, there are large numbers of military planes which stop at Mezen either heading toward or coming from the north. In 1945, Mezen was slated to become an important center for experimentation in radar. It is not known if this project was carried out.
- d. Kania Nos: This field is located about three kilometers inland from the lighthouse at Kania Nos. The airfield was constructed by the Arctic Institute of Leningrad. It is an important base for scientific expeditions. Source has no details on its installations. It was expected that at this field there would be close cooperation between the Arctic Institute and the Armaments Ministry.
- e. Nizhnaya Pesha: This airfield is located five kilometers from a small fishing village of the same name. It has a meteorological station and a radio. This field, one of the oldest serving the northern air route, is well situated at the foot of some small hills about 200 meters high which shelter it from the northeast winds. It would appear to serve not only Glavsevmorput but other air services as well. Along the length of the mountain wall there are about twenty hangars built in the mountain. There are adequate repair shops and ten snow-plows. On the west side of the field is a concrete building housing the administration offices of the field. The overall strength of personnel at the installation is 500. The field is well marked, and there are four sets of powerful searchlights. The approaches to the airfield are well guarded by the MVD and by electrified barbed wire. In 1942, Lithuanian and Estonian deportees constructed in the rock wall of mountains which border the field an enormous reservoir for gasoline. This reservoir is capable of holding 20,000 (sic) tons of gasoline. It is impossible to estimate the amount of traffic at this base, but it certainly may be said that the field is a significant one. All the mountainous region between the Pesha River on the west and the Pechora River on the east is in the process of being transformed into a Soviet Army stronghold. There has been much experimentation with guided missiles in this area. Innumerable tractors and military trucks follow the route along the right bank of the Pesha to the sea.

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- f. Kolauvey Island: Exactly two kilometers west of Puginina on the southern coast of the island is located a field which serves Glavsevmorput. No other information.
- g. Kotlas: At Kotlas there is a large field operated by Aeroflot but used by the Army and GUMZ as well. Installations include six large wooden hangars, a repair shop, 500 meters of personnel barracks, and a distribution point for provisions for more advanced bases. Significant air traffic of planes of all types has been observed here. On the edge of the field large hangars and concrete buildings were begun in 1945. This construction was intended to replace older structures. The construction should have been finished by now.
- h. Syktvykar: A stop for Aeroflot.
- i. Ust Usa: The Ust Usa field is used by Aeroflot, GUMZ, and by military authorities. Traffic is fairly heavy. The field is well guarded. It is located about 12 kilometers south of the railway line and is surrounded by forests.
- j. Pustozersk: This is a small airfield without good markings. Its rough landing surface has caused a number of accidents. Aside from a regular line which goes to Kotlas and Moscow, Pustozersk has considerable traffic in reconnaissance planes of Glavsevmorput. There is no repair shop here.
- k. Yesinskaya: A small field of Glavsevmorput.
- l. Krasino, Novaya Zemlya: Here there is a Glavsevmorput airfield. It appears to be a very important military field with heavy traffic.
- m. Khabarovsk: Small emergency landing field for Glavsevmorput reconnaissance planes.
- n. Anderma: A small airfield used by reconnaissance and rescue planes of Glavsevmorput and by reconnaissance planes of the Arctic Institute is located at Anderma. There is very little traffic, and almost all of it occurs during the summer seasons. There appears to be in the vicinity of Anderma, about thirty kilometers in the interior, a large military airfield, for in this region there is considerable activity of fighters and heavy bombers. Since the end of the war, there have also been parachute exercises in this region.
- o. White Island: A small airfield of Glavsevmorput is located on the north shore of White Island. No other information.
- p. No name known: On the southern shore of a small lake on the Yamal peninsula at about 70 degrees north and 70 degrees east is a very important military field, the base station of a regiment of bomber pilots and a brigade of parachutists. It would appear to be a field of GUMZ. Its traffic is very important.
- q. Novy Port: There are two fields upstream on the Ob from Novy Port. They are about three or four kilometers apart. The field nearer to Novy Port is administered by Glavsevmorput and Aeroflot. It has relatively modern installations, notably a terminal with a hotel and restaurant. Also there are a repair shop, a good take-off strip, snow-plows, and five wooden hangars. Traffic averages 10 to 15 planes per day. The field is protected by a tight cordon of MVD guards. Passengers on the Far Eastern flights are not allowed to leave the airfield, even though the planes stop sometimes for as much as twelve hours. The other airfield, an Army field, is very modern. All installations, hangars, repair shops, etc., are underground. It is possible

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- that there is even an underground factory (or shop ?) here. Near the field is a military camp where the men live in mud huts. In July 1946, there were about 50 military planes including 20 heavy four-motor bombers and 30 fighter planes.
- r. Mouth of the Kara: Small airfield for reconnaissance planes. No other information.
- s. Mouth of the Gyda: Same as in (r) above.
- t. Mura: The most important Siberian base for Arctic reconnaissance and for Glavsevmorput operations is located at Mura. There are a large repair shop and 12 hangars, of which five are concrete and built underground. In July 1946, there were 50 reconnaissance planes at this field.
- u. Tazovskoye: This field appears to have become the most important military air base in the western part of Siberia. It is located five kilometers from the point of the tongue of land formed by the bays of the Ob and the Taz. Although it is claimed that this field was very well known by Luftwaffe technicians, little information on it is available now. Apparently, it has heavy traffic in all seasons of the year. In the winter, certain flights of large planes land on metal landing strips. An unconfirmed report indicates that the real name of this field is Stalinskoye.
- v. Khorovod: This is a small airfield seven kilometers from the Ob Bay on the left bank of the Nyda River. No other information.
- w. Kurgan: As in the case of Novy Port, there are two airfields here. The region is extremely closely guarded. It is known, nevertheless, that Kurgan is the center of the military air operations of western Siberia. In the summer of 1946 there were 50 military transports and 20 fighter planes at this field. Reaction-type planes have been used in several experiments at this field.
- x. Tyutinsk-Samarovo: The GUMZ, which administers the airfield at Tyutinsk-Samarovo, permits Aeroflot planes to operate there. Traffic is heavy. The field is surrounded on all sides by forests. Four kilometers to the south of the field is a large screening camp for deportees. On certain days, hundreds of deportees may be dispatched by air to places where a need for manpower may have made itself felt.
- y. Tara: Another GUMZ airfield, also surrounded by forests, the Tara field is also connected with a large screening camp for deportees. The latter, along with MVD functionaries, are the most common passengers of this field.
- z. Severovo: A small airfield used by Glavsevmorput and by military planes. No other information.
- aa. Dickson: This field is located about two kilometers from the port toward the interior of the island on a plateau which is bordered on the north and east by rocky cliffs. It is one of the most important fields in the Arctic. In the summer of 1943 the small field was enlarged and modernized. The work continued for three years and may still be in process. All installations were constructed by German PWs. The repair shops, the gasoline reserves, and the hangars are all built in the mountain wall. The field has very powerful snow-plows and is well-equipped with metallic runways. In July 1946, 250 planes of all types were counted at Dickson, of which 100 were military planes. At that time, there were said to be one air brigade and one brigade of parachutists stationed at the field.

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- bb. Dudinskoye: Although the existence of this field is confirmed, there is no precise information on it.
- cc. Igarka: This field is frequently mentioned in the Soviet press, but no precise information is known on it.
- dd. Mys Severovostochny: A small field used only in the summer by Glavsevmorput and the Arctic Institute.
- ee. Yerkhnoye Pyassino: A Glavsevmorput airfield is located here.
- ff. Pentinskoye: Emergency field.
- gg. Strelekov: On the Taimyr peninsula there is a small emergency landing field used by technicians of the Arctic Institute. By now this field may have become an experimental base for guided missiles.
- hh. Lake Korydak: Located about halfway down the Yenisei River on Lake Korydak there is a large GUMZ airfield with five hangars, repair shops, and a large stock of gasoline. In 1944, a mutiny among the deportees at this field resulted in the igniting of the gasoline. It was because of the mutiny that the existence of this field became known. This mutiny had the proportions of a real revolt and the persons considered responsible were condemned to be deported.
- ii. Lake Taimyr: In the region of Lake Taimyr there are four large fields, none of them well-equipped technically, but each having heavy plane traffic in all seasons.
- jj. Kureika: This field, located near Igarka, is under the direction of the GUMZ. It is not used in the transporting of deportees but only for the transport of MVD personnel and for the repression from the air of any possible uprisings in the deportation camps. There are a hundred planes attached to this field. The planes are not of the most recent model, but that is not necessary for the reconnaissance of ice formations and the bombing of defenseless prisoners. The "birds of Kureika" have a sinister reputation among the deportees of central Arctic Siberia.
- kk. Chelyuskin: Glavsevmorput has an airfield on Chelyuskin Cape which is used as a base for ice observation. The director of this field was honored in Moscow in November 1946 for the "incomparable success achieved in Arctic aviation." Apparently this field serves as a model for other fields in the Arctic. Chelyuskin is used by military planes.
- ll. Zhdanovskoye: On the western coast of the Taimyr peninsula is located one of the largest airfields in the Arctic. All installations necessary for the field and even a factory (sic) have been constructed in the wall of a nearby mountain which is 800 meters high. Zhdanov himself has just inaugurated this field, which is apparently one of the key pieces in the military defenses of the USSR. There is a radio-meteorological station at Zhdanovskoye located at 76° 4' north on the coast of the Laptev Sea. The Zhdanovskoye airfield is probably in the nearby vicinity. This information is dated 1947.
- mm. Khatanga: Thirteen kilometers west of the port of Khatanga there is a very important airfield used by all types of arctic planes. The repair shops have large stocks of spare parts. There are 15 hangars, of which three are particularly large. The Army

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has two semi-rigid dirigibles stationed here. The number of planes is not known, but air traffic is apparently very intense. In July 1945, for example, there were said to be 100 arrivals and departures a day. The problem of refueling is simplified by the fact that oil is produced and refined nearby. The modern terminal has a comfortable hotel attached to it where passengers of the commercial lines may rest under the watchful eye of the MVD, which forbids them to leave the airport.

- nn. Nordvik: The field at Nordvik is administered directly by the Khatanga field. It is a stop for Aeroflot and Glavsevmorput planes. No other information.
- oo. Korga, Makiska, and Bolun: These are three small bases for aerial reconnaissance.
- pp. Polkalakh: Military airfield.
- qq. Tiksi: Several kilometers from the port of Tiksi is an airfield whose technical installations and field markings are totally inadequate. Gasoline and oil stocks are frequently depleted. Nevertheless, the traffic is quite heavy.
- rr. Tas Tumus, Murash (sic: probably Murash), and Bolshaya (on the Indigirka River): Three small bases for reconnaissance.
- ss. Bolshoi Ivakhov Island: This island has a very important military airfield concerning which no details are known.
- tt. Gorely: An important military base in the southern part of the Taimyr peninsula.
- uu. Ambarchik - Sukharnovo: This is an important field used by all types of arctic planes. The field has a sizeable repair shop, but the problem of refueling had not been solved satisfactorily as late as the summer of 1945. This base is supposedly destined to serve as a stop on the inter-continental line from Asia to America, according to the Five Year Plan.
- vv. Nizhni Kolymsk: No details.
- ww. Balanga: Military base, no other details.
- xx. Feyeke: Airfield for Glavsevmorput and Aeroflot.
- yy. Ghavniak (sic: possibly Ghamnaskaya): This field, located at the bottom of the bay of the same name, has become an important air base for the new industrial developments in this area.
- zz. Wrangel Island: Apparently a very important military airfield.
- aaa. Kolymchinsk: Important GUMZ airfield. Probably also serves the Army.
- bbb. Zyryanka
- ccc. Olenek
- ddd. Markovo
- eee. Verkhni Kolymsk
- fff. Yaknisk: Two very important airfields, of which one is under the administration of GUMZ.
- ggg. Magadan: Perhaps the most modern airport in Asiatic Russia.

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