

REPORT NO. [redacted] *July 369*

COUNTRY USSR (Saratov Oblast)
SUBJECT Volok Airfield
PLACE ACQUIRED 25X1A
DATE OF INFO November 1944 to November 1949

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DATE DISTR 21 Feb 1952
NO. OF PAGES 6
NO. OF ENCLS (LISTED BELOW) 5
SUPPLEMENT TO REPORT NO. 25X1A

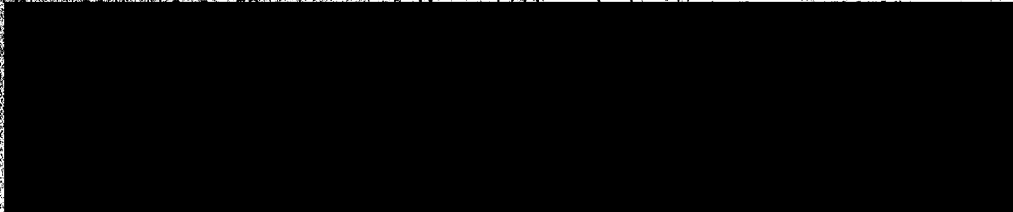
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25X1X



- The airfield of Volok (52°03'N/47°02'E), Saratov Oblast, was located three km northwest of the town, north of the railroad line to Saratov (51°54'N/46°02'E), and west of a highway leading to Usevka (51°41'N/46°30'E). The field was located on a ridge of hills. (1) and (8)
- The field measured 3x4 km. The landing field, which was about two km long, had a firm and well kept grass cover and drainage facilities. Each of the three parallel concrete runways was about 1,500 meters long. The distance between the individual runways was 50 to 60 meters. There were no taxiways. The aircraft parking area at the northern edge of the field was 500 meters square. (2)
- The installations at the field included five corrugated sheet metal hangars, each 40x60 meters; one repair hangar, a brick structure with a sheet metal roof, about 8x50x100 meters; one four-story administration building, a brick structure with a flat concrete roof, about 50x100 meters; two four-story quarters; and a brick building about 20x60 meters serving for spare parts storage. (2) and (9) The field had obstacle and runway lights.

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 Auth.: 72-72-2
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CENTRAL INTELLIGENCE AGENCY

- 6. Most of the officers and NCOs at the field wore many decorations, the 3rd, who were between 20 and 22 years of age, were believed to have finished their initial pilot training since they flew solo. (3)
- 7. The airfield was located about three km northwest of the town on a hill about five km northwest of the railroad station. (1) and (10) No spur track was noticed. The field was an improved installation. No construction work took place there during the reported period. The field measured about 2x3 km. The landing field, level turf, was in good condition. There were two parallel runways 10 meters apart and about 25 x 2,000 meters in length. Taxiways were not available. An aircraft dispersal area of about 200 x 400 meters was at the northern edge of the field. There were obstacle and runway lights. (2)
- 8. The installations at the field included seven hangars, each 25 x 50 meters, solid structures with corrugated sheet metal roofs and a capacity of two twin-engine twin boom planes; one repair hangar about 40 x 50 meters; two three-story quarters, each of 25 x 60 meters and with a capacity of about 250 men; one shed 35 x 70 meters serving for spare parts storage; one three-story administration building about 20 x 30 meters, with two wings each about 10 x 20 meters, housing the weather station and occupied by officers; and a radio station believed to be located in the southern quarters. For a mast five meters high fitted with a frame antenna was seen on its roof. (2) and (11)
- 9. From 60 to 70 single-engine monoplanes were seen at the aircraft dispersal area. About 50 twin-engine twin boom mid-wing planes were also stationed at the field. These planes, which were usually parked in the hangars, had radial engines and two-bladed propellers. They were semi-high-wing monoplanes whose leading edges of the wings tapered slightly while the trailing edges were straight; the landing gear retracted rearward. (3)
- 10. There was daily but not intensive flying at the field, up to nine single-engine planes being aloft at the same time. The twin-engine planes usually flew individually, but occasionally in formations of up to 10 planes. The formation flights lasted from two to three hours. (3)
- 11. PT Hospital No 6691 was located in the castle of the former Prince of Vol'sk in the western sector of the town, about 1 km north of the Volga river. (12) According to the German and Soviet camp administration, the castle was to house an air force school after it had been evacuated by the [redacted] the evacuation of the castle was completed in early June 1949. (4)
- 12. From the hospital jet planes could be seen over Vol'sk. According to other PTs, these planes were stationed at a field about five km north of the castle. The aircraft approached from the north and departed in the same direction. They were jet low-wing monoplanes with engines projecting equally beyond the leading and trailing edges of the wings. The wings were set at the middle of the fuselage. These aircraft were fitted with single rudder assembly and retractable landing gear and were capable of a speed of about 800 km/h, considerably faster than the US jet planes seen in Germany. The flying planes produced a low singing tone. The planes usually flew in formations of three or six planes, but occasionally in a formation of 27 aircraft. According to other PTs, these planes had a crew of two. (5)

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13. The air force school (sic) was located on the highway to Atkarsk (51° 50'N/45°00'E) and consisted of two barracks buildings, probably old installations. Individual biplanes, believed to be aircraft models, were seen in a sparsely wooded area on the north side of the buildings. (6)
14. According to student pilots who worked in the Bolshevik cement factory, the barracks installation quartered about 200 men. The students wore green-brown uniforms to work; their dress uniforms were blue. The silver-bordered light blue easels were fitted with a strip of cloth with a number on it. (6)
15. According to other PWs, there was an airfield about six km southwest of Vol'sk. Only biplanes were seen over the field. (7)

25X1A

██████████ Comments.

- (1) According to available information, the airfield is believed to be identical with the airfield reportedly located west or southwest of Vol'sk. 25X1A ██████████. Although the data on the location of the field, relative to the Vol'sk-Saratov railroad line, differ in this and the present report, one of them stating that it is located south, the other one north of the railroad line. This divergence may be explained by the fact that in the former report the railroad line leaving Vol'sk toward the northwest via Atkarsk was meant, while the present report refers to the railroad line leading directly to Saratov in a southwesterly direction parallel to the Volga River. The latter railroad line was probably completed after the war. See UIC Target Complex Chart of Saratov, Series 100, 025-9999-100, in which the section of this line which was completed during the war is entered. For course of the two railroad lines, see Annexes 1 and 3. The airfield is believed to be located west of Vol'sk, in the triangle formed by these two railroad lines. For lack of adequate map material the pin-point location of the installation could not be determined.
- (2) Except for the difference in the number of runways available at the field, the information furnished by the ██████████ 25X1X agrees with each other. From available information it appears that the field was steadily being enlarged. By May 1949 definitely two runways, seven hangars, one repair hangar and a number of permanent quarters buildings were available at this important military installation.
- (3) From the kind of the occupation observed at the field, the flying activity and the soldiers with many war decorations noticed there it appears that a special formation flying school was connected with the technical school located at the northwestern town edge and mentioned in this report. See 25X1A ██████████. See also paragraph 13 of the present report. From the description of the double fuselage planes it is believed that they were type 23 aircraft. This type of aircraft is believed to be used for the training of pilots with multi-engine planes.
- (4) The conversion of the P. hospital into an air force school is reported for the first time. This item of information is believed to refer to an expansion of the school mentioned previously and in paragraph 13 of the present report. 25X1A ██████████. According to this report, the installation definitely is a major air force technical school.
- (5) The presence of twin-jet planes in Vol'sk is reported for the first time. It is doubted whether they were actually stationed at this field, since source 2, who worked at the field until May 1949, would certainly have noticed them. However, more important than the place where these planes were stationed is the fact that such two-engine twin-jet planes were

observed flying in formations of up to 27 aircraft as early as about the beginning of 1948. From the description given this craft seems to be a type 8 plane. Whether the unit was an interceptor or a night fighting outfit is not clear. Since it must be taken into consideration that source confused low-wing monoplanes with semi-high-wing, and high-wing monoplanes the planes also may have been bombers designed by Tupolev. However, since source was a mechanic in a German wing of dive bombers his statement that twin-jet planes were in used with tactical units as early as 1948/1949 is credible.

25X1A (6)

- (7) This statement is believed to refer to the airfield mentioned in paragraphs 1 and 7 of the present report.
- (8) See Annex 1 for location of the airfield.
- (9) See Annex 2 for layout of the field.
- (10) See Annex 3 for location of the field.
- (11) See Annex 4 for layout of the field.
- (12) See Annex 5 for layout of P. hospital.

5 Annexes: five sketches or ditto.