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CENTRAL INTELLIGENCE AGENCY

**INFORMATION REPORT**

REPORT NO. [REDACTED]

CD NO. [REDACTED]

COUNTRY USSR (Chita Oblast)

SUBJECT Sbegovski Airfield and the Third Special Long-Range Bomber Regiment

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(LISTED BELOW)

SUPPLEMENT TO REPORT NO.

1. General Information

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Sbegovski airfield, located in Chita Oblast (Transbaikalian area), and the Third Sp Bmr Regt are assigned to the Soviet Far East Command. [REDACTED]

The flying personnel are quartered in the vicinity of the airfield. Sbegovski airfield was opened in January 1949. The field's hangars are built into the slopes of the hills. The construction of the installation was executed by the Ninth Sp Engr Bn of the MVD troops with the help of 3,000 Soviet slave laborers. PW's were not employed on the construction of the field.

2. Location

The airfield is located in a valley 1½ km south of the main Trans-Siberian railroad line, 8 km west of Sbegovski railroad station (53-20N, 118-32E). On the west and east, the airfield is hemmed in by steep hills from 200 to 250 meters high. The hills are covered with coniferous brushwood and coniferous and deciduous trees. About 2 km south of the field the terrain, which is also covered with dense woods and brush, takes on a mountainous character. A view of the airfield from north to south is blocked by a forest. Although airfield buildings and the railroad line are located in the northern part of the area, the airfield buildings are built into the woods in such a manner as to be scarcely visible from the railroad line. Only the weather station with a control tower and a wind cone can be discerned with difficulty. The braced radio tower appears to have been constructed of steel tubes. According to flying personnel, the airfield buildings and runway can be detected without difficulty from a plane flying at an altitude of 1,500 to 2,000 meters.

3. Airfield Installations

The field's installations are located in the woods along the railroad line and at the foot of the hills bordering on the east and west sides of the field. The railroad line has a track-siding on which a permanently stationed pullman car serves as a railroad office. About one hundred meters from this

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siding, [redacted] there was a field warehouse, connected to the railroad line by a double-track spur. A six-meter-wide crushed stone road also led to the storage shed.

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4. Installations available at the field include a headquarters building, weather station, radio station, two warehouses, power house, storage facilities for lubricants, pump plant, theater, officers' club and mess room, four billets for flying personnel, three billets for the BAO (air force battalion), five guard houses, garage, and repair hangar.
- a. The headquarters building, a three-story stone structure with a sheet metal roof, accommodated, among other things, the telephone switchboard, the photographic laboratory, topographical maps, aerial photographs, etc.
  - b. The weather station was a four-story stone building with a recently constructed tower which had a flat roof. A revolving signal projector on a steel trellis mast was mounted on the roof of the weather station. The signal projector threw its light to the south and north in the direction of the airfield.
  - c. The radio station, a two-story structure provided with a generator, was adjacent to the headquarters building. It was equipped with a mobile Redut-type direction finder and a mobile field radio station. The steel antenna tower was erected near the garage.
  - d. The stone warehouses stored the unit supplies. Rations and clothing were deposited in the northern warehouse. Replacement engines and spare parts were stored in the second warehouse near the repair hangar.
  - e. The power station, a two-story stone building, was equipped with two 220-volt Diesel generators.
  - f. Storage facilities for lubricants were located in a gallery that was built ten meters deep into the hillside in the western part of the airfield area, to the left of the place where fuel containers were embedded in concrete. The fuel drums were stored in another gallery nearby.
  - g. The pumping plant was a brick structure equipped with two metal containers and a pump operated by an electric motor. The water was supplied by a well.
  - h. The theater was a two-story stone building with a sheet metal roof.
  - i. The officers' club was also a two-story wooden building.
  - j. Billets for flying personnel consisted of three-story wooden buildings with sheet metal roofs. Ground personnel occupied three-story barracks-type billets. The guard houses were single-story wooden buildings.
  - k. The garage, built into a mountain recess, had a capacity of thirty motor vehicles and a repair shop for running repairs.
  - l. The repair hangar was also located in a mountain recess near the warehouse in the southern part of the field. The repair hangar was equipped with work benches for running repairs on aircraft engines and fuselages, and with a test stand for the testing of engines.

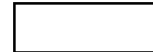
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**5. Airfield**

The airfield has the shape of a long extended strip following the course of the valley. It covers an area of 3,500 square meters. The north-south runway, 800 meters long and 20 meters wide, is camouflaged in such a way as to be of the same color as the surrounding terrain. The landing field has a turf cover which is cut short in summer. The landing points of the field are marked by code panels; at night, red and white signal lights are in operation. Ten hangars, twice as wide as deep, are built into the slopes of the hills surrounding the airfield. The floors of the hangars are of natural stone. The outer walls of the hangars are  $1\frac{1}{2}$  meters thick and are provided with sliding armored doors. The hangars which are built 75 meters apart, house thirty-two bombers, but storage facilities are available for an additional thirty-two planes. A level hardstand in the southern end of the airfield permitted the parking of up to fifteen planes.

**6. Personnel**

Commanding officer of the bomber regiment was Major General Safronov (fnu); Chief of Staff, Colonel Morozov (fnu); Commanding Officer of the BAO, Major Sharmandshiyev (fnu). The regiment, including the BAO, had one hundred thirty-five officers and five hundred fifty to six hundred PM and NCO's. Officers' ages ranged from twenty to forty-six years. Thirty-five percent were veterans of World War II. Most of the junior officers were graduates from the Moscow, Klyazma, and Leningrad Air Force schools. The Klyazma Air Force School is located near the Klyazma railroad station about 20 km west of Moscow.\* Eighty percent of the personnel were Buryat-Mongolians and Kirgizes; the remainder belonged to various nationality groups. Fifty-five percent belonged to the Communist Party; forty percent belonged to the Komsomol; the remainder had no party affiliations. The PM and NCO's were twenty to thirty years old. Twenty percent of the NCO's had reenlisted. Breakdown according to nationalities (this presumably refers to NCO's): Buryat-Mongolians: 35 percent; Kirgizes: 35 percent; Bashkirs: 10 percent; Great Russians: 15 percent; Ukrainians and White Russians: 5 percent. Breakdown according to party affiliations: Members of the Communist Party - 45 percent; members of the Komsomol - 45 percent; without party affiliations - 10 percent.

**7. Arms and Equipment**

The regiment was equipped with 34 twin-engine, long range bombers (skorostniye bombardirovshchiki dalnego deystviya - SBD). The aircraft were equipped with Svoi-Chuzhoi type radars, operating on approximately 70-cm waves (friend-foe identification sets). The regiment also had a mobile Redut-type direction finder mounted on two ZIS-5 trucks and a mobile field radio station also mounted on ZIS trucks. Two U-2 aircraft were available for parachute training.

**8. Fuel Dump**

The fuel dump was located in a mountain gallery built into the northern slope of the hill on the east side of the airfield, about 60 meters from the road, 250 meters from the landing field, and 350 meters from the first hangar. The 12 cylindrical containers were embedded in concrete about 10 meters from the exit of the gallery. The fuel dump had a total storage capacity of 400-450 tons, but exact figures were not available. The electrically-operated fuel pump was located 60 meters from the fuel dump. An underground fuel line ran from the dump to the stand pipes at the airfield. POL was shipped by rail to the storage shed of the airfield, from where it was transferred by railroad tank cars to the airfield.

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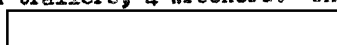
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9. Bomb Dump

The bomb dump was built into a hill approximately 500 meters south-west of the field. Details on the weight and the quantity of the bombs stored were unknown. The bomb dump was connected to the airfield by a narrow-gauge field railroad line. Ammunition for machine guns and aircraft cannons was stored in Dump No. 4. Concrete practice bombs were stored at the field.

10. Means of Transportation

The regiment was equipped with 30 motor vehicles, including 7 passenger cars, 15 trucks, and 8 special motor vehicles. Of the 8 special motor vehicles, 2 were ZIS-5 tank trucks, 2 mobile workshops with trailers, 4 wreckers. The drivers of the vehicles were members of the BAO.



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11. Security Measures

The field was secured on the north by a concrete wall and on the south by a barbed-wire fence. The latter was doubled in the area covered by brush. Five guard houses were observed at the field. Watch towers provided with searchlights were located in the southern and northern part of the field. Interconnecting telephone lines linked the guardhouses and the headquarters building with the guardhouses. Vehicles and passengers proceeding along the road near the railroad line were forbidden to stop at the airfield. Passenger and freight trains did not stop at the track siding. Guard details were furnished by the guard company of the BAO.

12. Training Activities

## a. Military training

- (1) Bomb release practice
- (2) Night and blind flying
- (3) Firing at towed air sleeves
- (4) Practice alerts with subsequent take-off of the entire regiment
- (5) Practice in mass bombing
- (6) Parachuting

The bombing target grounds were located in the swamps somewhere between the Ksenevka and Orteushk\* railroad stations.

## b. Political indoctrination

Political indoctrination consisted of courses on the history of the all-Russian Communist Party, the role played by the USSR in World War II, and the USA as instigator of the third world war and aggressor in Korea. Considerable emphasis was laid on political instruction.

\* Comment: The Klyazma Air Force School is located 27 km northeast of Moscow on the railroad line to Yaroslavl.

\*\* Comment: From the dimensions of the field, it is considered improbable that the field supports a long range bomber regiment.

Comment: The Maj. Gen. Safronov referred to in Paragraph 6 may possibly be Maj. Gen. Semën Ilarionovich Safronov, who is an officer of Aviation Engineers.

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Attachment: Layout of Sbegovski airfield.

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