

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

SECURITY INFORM

COUNTRY East Germany

REPORT

TOPIC Neuruppin Airfield

EVALUATION PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 10 July 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - a document

REMARKS

1. The four-mast radio station which, between 15 February and 5 March 1953, had been erected about 350 meters from the previously reported radio station at Nietwerder, was dismantled again by 2 April. On 9 April, the underground power line had also been removed. Nietwerder radio station had a power consumption of 1,228 kWh.
2. On 20 April, at about 7 a.m., aircraft observed at Neuruppin airfield included 11 MiG-15s 3 type-29 aircraft, 2 biplanes and 1 Li-2. The aircraft were parked in front of the hangars and along the taxiway and could only partly be seen from the point of observation. There was no flying between 7 a.m. and 6:30 p.m. at cloudless weather. At about 7 a.m. on 21 April, the occupation of the field had not changed. A Li-2 took off at 10:30 a.m. and landed again at about 1 p.m. Eight MiG-15s, without auxiliary tanks, taxied from the western portion of the field to the eastern end of the runway at intervals of about 50 meters. At 11:20 a.m., the aircraft took off in elements of two at a distance of 6 to 7 aircraft lengths between the two planes, and 13 aircraft lengths between the elements. The landings were not observed.

22 April. No flying activity between 7 a.m. and 6:30 p.m. at cloudless weather.

23 April. At about 11:25 a.m., one MiG-15 with auxiliary fuel tanks towing a sleeve target and four MiG-15s without auxiliary tanks, took off. The four MiG-15s without auxiliary tanks landed at 11:45 a.m. while the tow target plane returned at noon and landed after having dropped the air sleeve over the field.

28 April. One MiG-15 was seen at the field.

29 April. Between 7 a.m. and 6:30 p.m., no aircraft took off or landed at the field. Jet aircraft were frequently seen flying over the field. It was raining.

30 April. No changes were determined in the occupation of the field. Except for the take-off of two biplanes at 9 a.m., there was no flying between 8 and 11:45 a.m.

Between 3 and 7 May, flying was practiced only on 6 May, when biplanes made local flights. On 7 May, 13 MiG-15s and 3 type-29 aircraft were seen at the field.
3. A fuel dump in the southern portion of the field which could be overlooked from a distance of about 300 meters, had 16 green painted underground fuel tanks, about 2.5 meters in diameter and 4.5 to 5 meters long, which had the filling aperture on top. The dump had a railroad connection. Between 21 and 23 April,

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(142)

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25X1

- 2 -

two railroad tank cars were seen in front of the dump. No incoming railroad shipments were observed between 28 and 30 April. On 20 April, fuel truck [] was filled at the fuel dump.²

4. A V-type radar set with a small wooden cabin was located 50 to 70 meters north of the fuel dump. Another set which was about half the size of the aforementioned one was seen about 10 meters from it. This unidentified set was fitted with a vertical mesh wire device, about 50 cm in diameter. A horizontal dipole which projected from the center of the mesh wire pointed continuously in an approximate northern direction to the landing field. During air activity the upper part of the large radar set rotated clockwise at about 15 to 20 rpm, while the unidentified set did not move.³
5. From the southern portion of the field, no AA gun emplacements could be determined on the landing field. A worker from the field stated, that AA gun emplacements were located in the western and northwestern part of the field.⁴
6. The large building with a large picture of Stalin on top and located south of the main entrance road to the field, just west of the main guard house, was probably a headquarters building. An air force sergeant with a pistol who wore a red armband and a narrow silver angle on his left lower arm was posted as a guard in front of the building. The guard was frequently observed having lunch in the officers mess in the kitchen building. Female soldiers were billeted or worked in another building located between the main guard house and the large building. The kitchen building, located 200 meters east of the fuel dump, in the southern part of the field, was being reconstructed. Between 20 and 23 April, only about 12 officers who did not wear air force clasps, had their meals in a small room of this building. After 28 and 30 April, this room was no longer used.⁵

7.

1. [] Comment. According to available information, Neuruppin airfield is occupied by a fighter-regiment equipped with about 24 MiG-15s.
2. [] Comment. The location of the fuel dump was known from previous reports. Its capacity and the spur track are mentioned for the first time.
3. [] Comment. No radar sets have previously been stationed at the field. The sets reported probably are an SCR-602 and a fishnet-type set. It is believed that all fighter airfields in East Germany have by now been equipped with radar sets.
4. [] Comment. No AA guns have been observed at Neuruppin airfield after October 1952.
5. [] Comment. It is possible, that the headquarters of the fighter regiment stationed at the field, and its OATB are located in the large building. Previous information on the location of the headquarters is not available.

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COUNTRY East Germany REPORT

TOPIC Werder Restricted Area and Airfield

EVALUATION PLACE OBTAINED

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REFERENCES _____

PAGES 4 ENCLOSURES (NO. & TYPE) _____

REMARKS _____



1. In March 1953, the following motor vehicles were observed southeast of Bismarckhöhe, which was separately fenced-in outside the restricted area in Werder:

Trucks

driver wearing black-bordered blue epaulets

Sedans

driver wearing black-bordered blue epaulets

driver wearing black-bordered blue epaulets

2. Between 18 and 20 May, take-offs and landings were daily made at various times by twin-engine planes at Werder airfield. The planes remained at the field for 30 to 40 minutes.

3. On 22 April a colonel and a major with blue-bordered golden epaulets descended from sedan and entered the building at No 100 Kesselgrund Strasse. After 10 minutes, the same officers and a general left the building, entered a larger sedan and proceeded toward the airfield. On 27 April, two aircraft engines were being loaded at Werder freight station and shipped toward the field. At 9:30 a.m. on 17 May, 28 Soviet civilians, who were from 25 to 40 years old, were led by a Soviet officer from Werder railroad station to the air force settlement where they were distributed to the quartering buildings on the southern side of Brunhilden Strasse. Their baggage consisted of boxes and suitcases.

4. Every morning between 28 April and 5 May, a sizeable number of Soviet soldiers received infantry training, including close order drill, rifle drill and aiming practice at the eastern section of the field. Field training was repeatedly conducted in the Kennitz wooded area. This area is about 1,000 meters northwest of Klein Zernow Lake where there were trenches and obstacles near the former dis-

(43)

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- 2 -

25X1 persal areas of the Ju-52 planes. In the same area, signal soldiers practiced laying telephone lines, burying cables and erecting masts. Between 9 a.m. and 10 a.m. on 9 May, about 100 officers practiced firing with pistols and carbines at the target range just south of Fuchsberg.

25X1 5. At about 6:20 a.m. on 5 May, about 80 Soviet officers of various grades wearing blue-bordered silver epaulets changed from the Werder-Potsdam train on to the train to Justerbog at Wildpark railroad station. Some of the officers had previously been observed at Werder airfield. [redacted] they were detached to Justerbog.

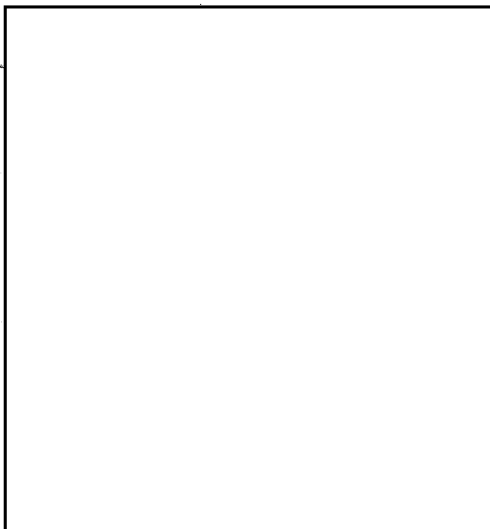
25X1 6. On 19 April, a freight train arrived at Werder railroad station coming from the direction of Brandenburg. Three tank cars of this train, which were guarded by two soldiers wearing red-bordered black epaulets, were detached and shunted to Werder airfield.

7. Trucks [redacted] were observed entering and leaving the restricted area in Werder.

8. [redacted] individual stores known as "Wirtschaften" were observed at the merchandise distribution center in Werder, referred to as "Basa":

Name of Store

- Boldovski (1)
- Volevach (2)
- Gitun (3)
- Gorshkov (4)
- Evmenkin (5)
- Toporkov (8)
- Mashkin (9)
- Ovyan'kov (10)
- Krushilnitski (11)
- Strishkov (13)
- Komar (14)
- Chernov (16)
- Shurunov (17)
- Magazin 5 in Wusterhausen
- Magazin 12 in Rangsdorf



25X1 9. [redacted]

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10. In early May, [redacted] Store (11) Krushilnitski was still located in Dallgow-Doberitz. It was also determined that this store had two branch stores, one in Brandenburg and one in Stendel, which had been established sometime in March. The chief sale's manager of Store "Krushilnitski" was a German

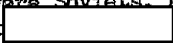
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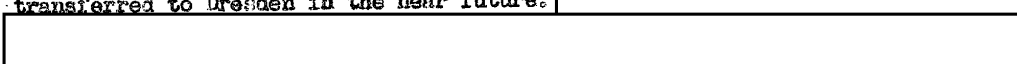
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- 3 -

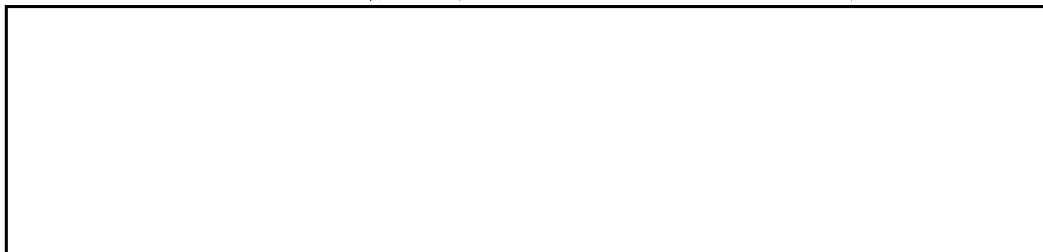
25X1 named Boeckelmann (fnu). The sales managers of the branch stores at
 25X1 Brandenburg and Stendal were Soviets, namely Studilkin (fnu) and Zukhov
 (fnu) respectively. Truck  belonged to the store and was repeated-
 ly observed moving to Stendal.

11. In early May, source learned that the central book store in Teltow was to be
 25X1 transferred to Dresden in the near future. 


25X1 12. The chief of the merchandise center at Werder was replaced by Air Force Captain
 Shavronkov (fnu) during his leave to the USSR in late April and early May.

13. In May, source determined that two Germans named Meyer (fnu) and Asmus (fnu)
 were the chief sales managers of Store Volevach (2) and Store Gitun (3)
 respectively.

14. In April and May, the following motor vehicles were observed in the restricted
 area in Werder:

TrucksSedans

25X1 15. The following Soviets were known in Werder: Lieutenant Colonel Fedjukov (fnu)
 chief of the Soviet trade department; Major Spioltin (fnu), Fedjukov's deputy;
 Major Lavrentyev (fnu) chief of the merchandise center; Geryeyev (fnu), chief
 of the Soviet restaurants, and referred to as administrator; and Masha Salemanyuk,
 chief of the grocery store for the Russians in Werder which is known as the
 "Gastronom". Germans employed by the merchandise center included Stelter (fnu)
 and Remmlinger (fnu), who worked in the restaurants, and Raabe (fnu), who worked
 at the "Gastronom" and "Univermag" (Universalmagazin), the large retail store.
 The store in Werder had nine counters and a mess and supplied about 2,000 EM,
 1,000 officers and 500 civilians.⁵

16. On 22 May, a fire broke out in the large hall of the former restaurant
 Friedrichshoehe which was occupied by soldiers stationed in Werder. It was
 rumored that a film which was shown there had caught fire. The building was
 considerably damaged. Allegedly, all German employees of the Friedrichshoehe
 restaurant had been dismissed and, in May, the German employees at the Soviet
 photographic laboratory were discharged.


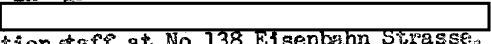

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- 4 -

25X1  17. On 5 May, Lieutenant Colonel Streltsov (fnu) of the Soviet Air Force construction headquarters in Werder conferred with three older men wearing VPL uniforms, who  had formerly worked at the construction staff at No 138 Eisenbahn Strasse. The  the latter construction staff with a Giersberg (fnu) in a leading position had been taken over by the VPL and now probably is the construction staff of the German Air Force.⁶


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25X1 18. German engineers employed at the construction bureau at No 137 Eisenbahn Strasse included Keiner (fnu) and the previously reported Graduate Engineer Winkler (fnu). The construction bureau had connection with a headquarters in Leipzig.⁷

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25X1 1.  Comment. It is believed that only courier and liaison planes of the Hq Twenty-Fourth Air Army are stationed at Werder airfield.

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
25X1 2.  Comment. The stores which were previously reported have not changed.

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

25X1 3.  Comment. The information that Store (11) Krushilnizki in Doeberitz established two branch stores in Stendal and Brandenburg sometime in March 1953 is noteworthy. In late May 1953, the ground attack regiment from Doeberitz was transferred to Brandenburg-Briest but it appears improbable that the regiment established a headquarters at his future location about 2 months before the transfer. The previously voiced assumption that the ground attack units were possibly re-organized in early 1953 appears more probable. Prior to early 1953, the ground attack division consisted of two regiments stationed in Doeberitz and one regiment in Stendal. Later, one regiment from Doeberitz was transferred to Alt-Loennowitz and, probably simultaneously, was separated from the division and replaced by the ground attack regiment from Brandenburg-Arado. The information in the present report supports this assumption.

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
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25X1 4.  Comment. The three Soviet officers are known. However, Major Spidtin was previously reported under the name of Spiritin.


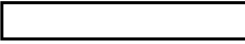
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25X1 5.  Comment. A total personnel strength of 3,500 appears very high.  previously reported a total of 1,800 to 2,000 and 1,450 personnel respectively.

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25X1 6.  Comment. It was previously reported that the German special construction staff in Werder was divided into two portions of which one portion remained in Werder while the other portion moved to Berlin where it was charged with the VPL construction projects.

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25X1 7.  Comment. Besides the air force construction unit  an unidentified construction unit is stationed in Leipzig.

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