

CENTRAL INTELLIGENCE AGENCY

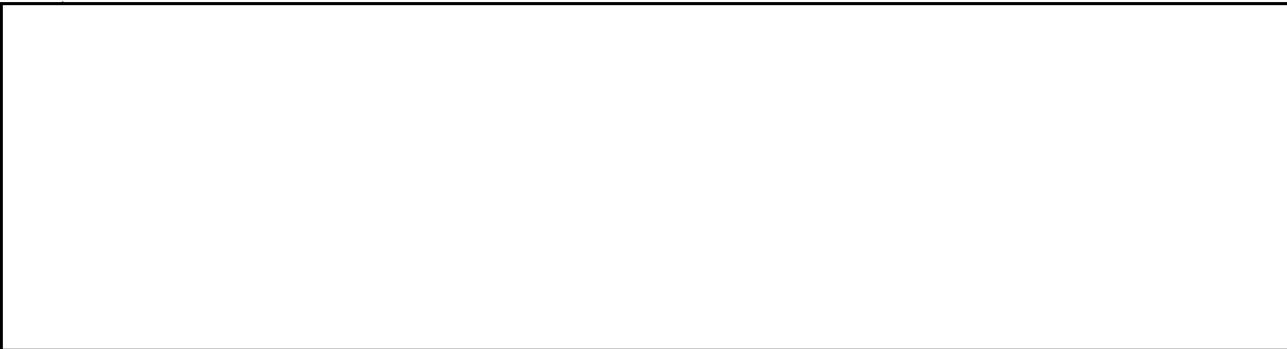
INFORMATION REPORT

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**SECRET**  
SECURITY INFORMATION

COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Brno-Slatina Airfield	DATE DISTR.	10 August 1953
DATE OF INFO.		NO. OF PAGES	6
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)



- 25X1 1. The Brno-Slatina Airfield [4911N-1640E] was located one or two kilometers east of the Brno city limits. The field was an irregular rectangle, 1,900 to 2,000 m. long and approximately one kilometer wide. Its altitude was 245 m. It may possibly have been extensible to the south. Landmarks in the vicinity included the city of Brno, a large lake three to four kilometers northwest of the city, a small quarry 300 to 500 m. southeast of the airfield, a large quarry one-half kilometer NNE of the airfield and multiple-track railroad lines converging on the city from the north, south, and west.
- 25X1 2. The airfield surface was of grass and in good condition. The field sloped gently to the south. There was natural drainage to the SSW and a shallow artificial drainage canal in the terminal parking apron. There were 400-meter-high hills one kilometer north of the field and the airfield building area.
- 25X1 3. Technical facilities at the airfield included.
  - a. Radio: MF/DF station. Frequencies 333 and 322 kc. as of 1950. Tower station frequency 3255 kc. as of 1950.

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25X1

720

STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC			
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

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b. Telephone and Telegraph: Communications were placed from the field through Brno. The terminal building housed a teletype room equipped with four or five machines with direct lines to Prague, Bratislava, Kosice, and Ostrava.

c. Weather Station: ~~Annex~~ B, Point No. 9. Engaged in local forecasting only.

d. Signaling Devices and Other Landing Aids: A biscuit gun and flares were used, both from the tower and from a mobile unit. A green light indicated clear to land; a red light indicated that the plane should circle. White flares were used during an instrument approach to indicate the landing area. A stationary, blinking, yellow or amber light referred to [redacted] as a QBI light indicated area control during weather conditions. Wooden runway markers, usually red and white, were also used. [redacted] A wooden "T" was usually placed to the left of the landing end of the runway.

e. Repair Facilities: [redacted]  
Minor maintenance was carried out by CSA.

4. The CSA provided bus transportation from Brno to the airfield. There was also a trolley bus from Brno on the Brno-Slatina road.

5. The field was under the direction of the Ministry of Transportation and was both military and civilian. [redacted] personnel in blue Air Force uniforms, but have no information on their unit designation. The field was used by the Czechoslovak Air Force, CSA, and the Aero Club. [redacted] numerous light aircraft belonging to the Aero Club in the civilian area of the airfield.

6. [redacted] the field was closed from 30 to 50 days during the year because of bad weather, especially during the spring and autumn rains and the heavy winter snowfalls.

7. The following is the key to Annex A, Pinpoint Location of Brno Airfield.

Point No. 1. Brno-Slatina Airfield

No. 2. Quarry

No. 3. Rail Line: Brno to Slatina 4911N-1641E and points east.

No. 4. Brno-Rousinev Road: adjacent to north boundary of airfield.

No. 5. Quarry

8. The following is the key to Annex B, [redacted] Sketch of Brno Airfield.

Point No. 1. NF/DF Station: approximately 100 m. from the west boundary of the airfield; 4 m. x 3 m.; single-story; stuccoed-brick; deck-type roof [redacted]

No. 2. Brno-Rousinev Road: six meters wide; asphalt; cobblestone on curves and hills; trolley bus line on road from Brno RR Station to a point east of the airfield; overhead power lines were located on either side of the road.

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- No. 3. Hedge: 0.8e meter in height; extended from the north boundary of the airfield south to the landing strip area; formed the natural west boundary of the airfield.
- No. 4. Fence: Approximately 1½ m. high; wire mesh on a concrete base. Located along the entire north boundary of the airfield.
- No. 5. Living Quarters: Two-story buildings of stuccoed brick; cream color; deck-type roof; roofing material and dimensions unknown to me. Located approximately 20 m. from the north boundary of the airfield. I believe they were living quarters for the civilian director of the airfield and his family, and possibly for MF/DF station personnel.
- No. 6. Single-Track Rail Line: standard gauge; went from Brno east to Slatina and points east; passed through building area at the NE corner of the airfield.
- No. 7. Hangar: approximately 70 x 50 x 12 m.; stuccoed brick; concrete corner pillars; shed-type roof (probably asphalt); folding metal doors; concrete floor; used principally for the Ministry of Transport C-47 and Aero Club aircraft. [redacted] not believe that [redacted] major maintenance could be carried out in this hangar. 25X1
- No. 8. Terminal Building: single story, stuccoed brick building 40 to 50 x 20 m.; deck-type roof; roofing material unknown to me. The west wall of the building was flush against the east wall of the hangar [Point No. 7]. The hangar could be entered from the building. Entrances were also located on the north, east, and south sides of the building. The building housed a teletype room, four or five machines, with direct lines to Prague, Bratislava, Kosice, and Ostrava, a CSA office, airfield director's office, waiting room, buffet, and passenger inspection room (inspection of passengers by airfield guards for unauthorized articles).
- No. 9. Control Tower Building [Actually a wing of the terminal building, Point No. 8]: stuccoed brick; concrete at corners; deck-type roof, material unknown to me. The first floor, 5 x 4 m., housed operations. The second floor, 4 x 4 m., housed the weather office. The control tower was located over the weather office; it was 3½ x 3 m., and 15 m. above ground level; the plate glass-enclosed control room had a balcony approximately one-half meter wide. Entrance to the control tower building was through the main section of the terminal building.
- No. 10. Hangar and Terminal Apron: concrete; approximately 15 m. wide in front of hangar and terminal. The east section of the apron was large enough to accommodate four C-47 type aircraft. [redacted] no information on taxi strips or perimeter tracks. [redacted] no [redacted] 25X1
- No. 11. Terminal Driveway: two-lane; asphalt; the entrance from the Brno-Slatina road was not guarded.
- No. 12. Damaged Building Area: Dimensions are unknown [redacted] The area consisted of numerous stuccoed buildings damaged in world War II. [redacted] only one or two buildings on the west margin of the area [redacted] use, probably by CSA maintenance and fuel personnel. [redacted] a fuel truck coming from this area. 25X1
- No. 13. Approximate Boundary Between Civilian and Military Areas: there was no fence. Unauthorized persons were prohibited from going beyond this point in the direction of the military area, i.e., the NE corner of the airfield.

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25X1

- No. 14. Buildings: three single-story stucco buildings. low gable wooden roofs: [redacted] 25X1  
[redacted] 25X1  
The buildings were used as billets, operations, and passenger buildings when the military was conducting passenger flights prior to the organizing of the Czechoslovak Airlines.
- No. 15. Guard Shack: [redacted] very small wooden building at the entrance to the military area [redacted] 25X1
- No. 16. Entrance to Military Area: [redacted] At that time, the entrance was guarded by a sentry and a wooden barrier was across the entrance when not in use. 25X1
- No. 17. Military Hangar: 60 to 70 x 40 to 50 x 12 m.; stuccoed brick; concrete corner sections; steel frame; shed-type roof. [redacted] 25X1
- No. 18. Military Hangar: [Same as hangar, Point No. 17.]
- No. 19. Hangar Apron: concrete; [redacted] 25X1
- No. 20. Military Building Area: [redacted] believe it included billets, a dining hall, etc., for the military personnel of the airfield. 25X1
- No. 21. Aircraft Parking Apron or Hardstand: the dimensions and construction material [redacted] 25X1  
[redacted] 12 to 15 ME-109's and a smaller number of ARADA-type aircraft which led [redacted] some type of military flying training was being conducted at that time. The aircraft were not the red-trimmed aircraft used by the SNB.
- No. 22. Runway No. 310/130: grass; good surface; 1600 to 1700 m. in length; 50 to 60 m. wide. Natural drainage to the SSW. The west end of the runway was seldom used because of uneven surface.
- No. 23. Runway: grass; approximately N-S; about 800 m. long; 50 to 60 m. wide; good surface. Seldom used by CSA aircraft. Possibly extensible to the south.
- No. 24. Runway Section: west end of runway No. 310/130; 150 m. long. Not used because of uneven surface. [The CSA aircraft take-off and touch-down point indicated by the broken line.]

## Annexes:

- A. Pinpoint Location of Brno Airfield
- B. [redacted] Sketch of Brno Airfield

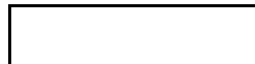
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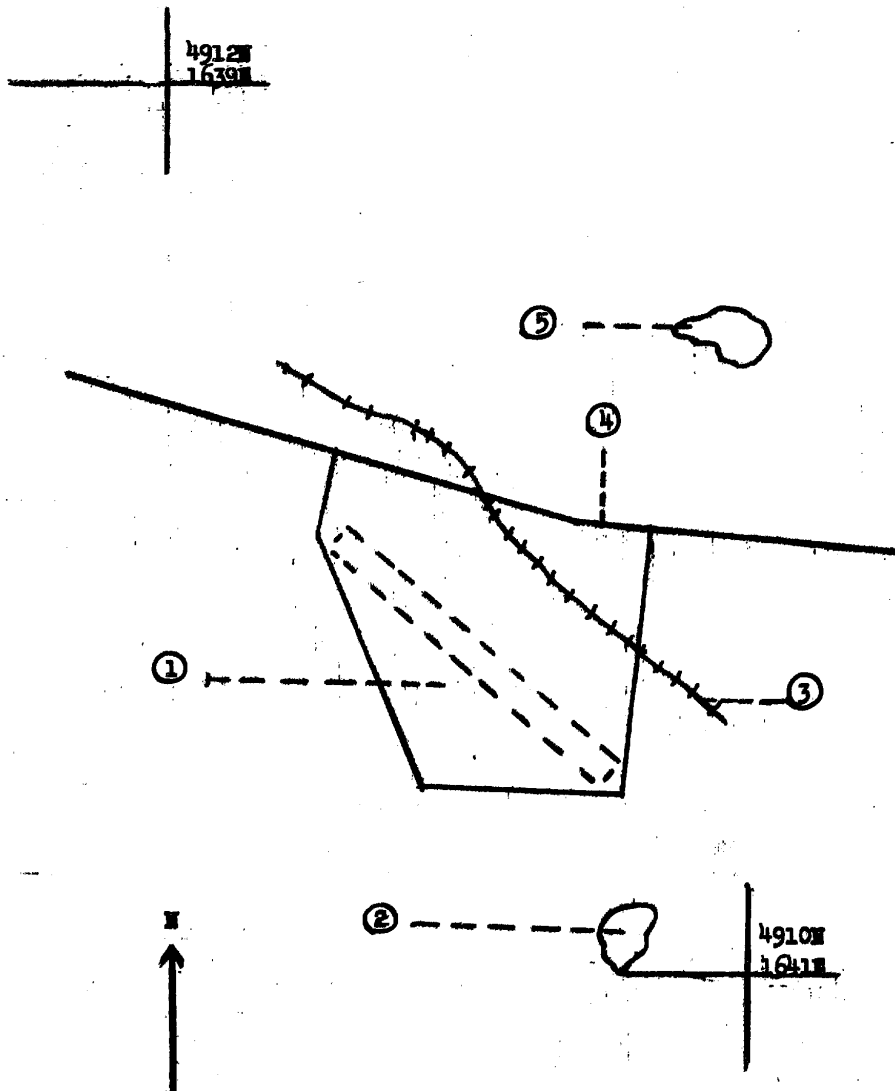
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ANNEX A2

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Pinpoint Location of Brac Airfield



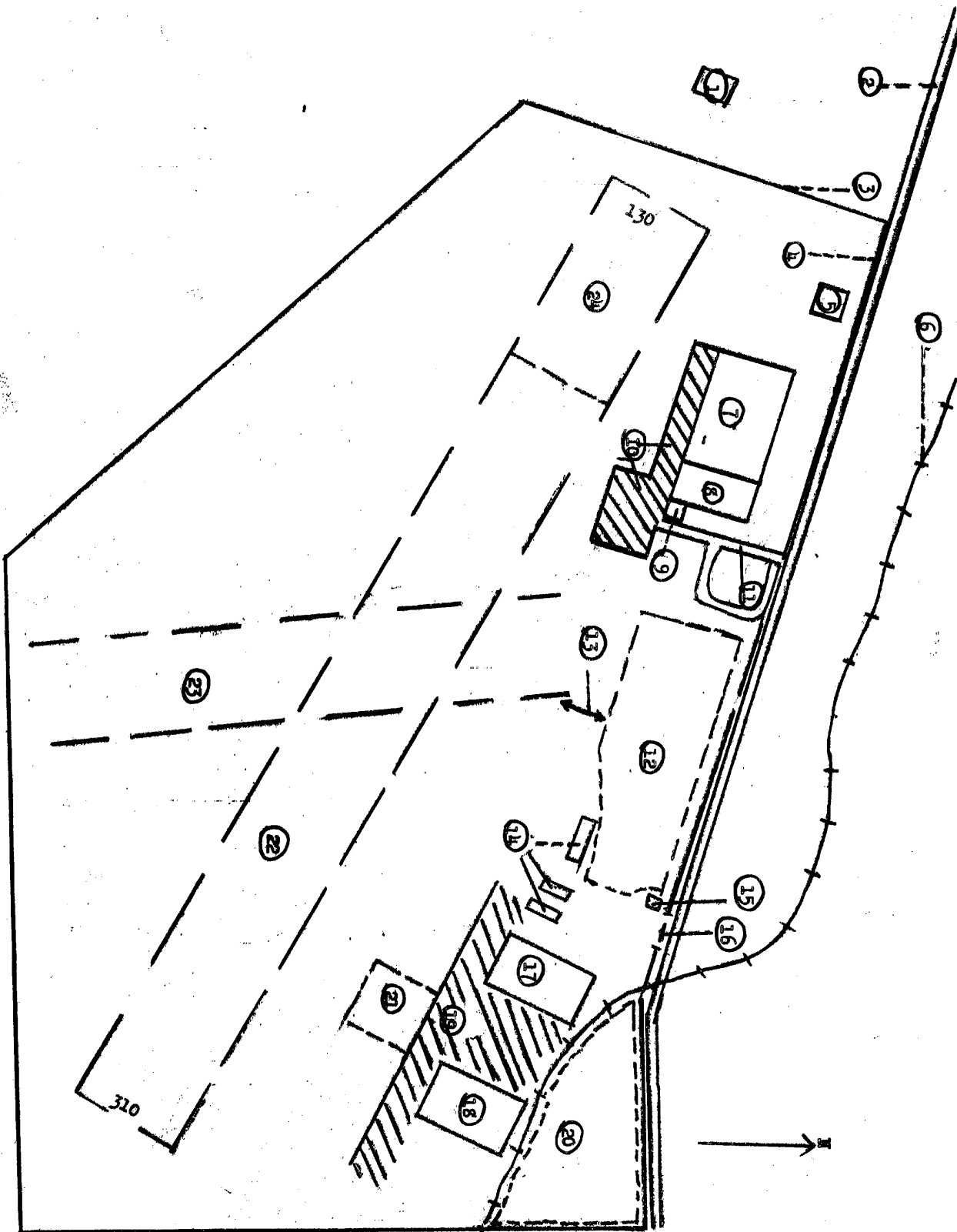
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ANNEX B:

Sketch of Brno Airfield



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