

FD  
132CLASSIFICATION SECRET

25X1

COUNTRY East Germany

SECURITY INFORMATION

REPORT NO. TOPIC Drewitz Airfield

25X1

EVALUATION see belowPLACE OBTAINED DATE OF CONT 

25X1

DATE OBTAINED PREPARED 29 October 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto. WITH LEGEND

REMARKS

25X1

1. Source learned in January 1953 that a sum of 35 million eastmarks had originally been allocated for the construction of Drewitz airfield in 1953. Later, this sum was reduced. The airfield area was surrounded by a 2-meter barbed wire fence. From the direction of Jaenschwalde, the installation could be entered through two gates, both of which were guarded. A third gate was southeast of Drewitz. The Cottbus-Guben railroad line runs through the southern portion of the airfield. However, since the track was in a depression, the airfield area could not be observed from the train. Even the quartering buildings close to the railroad line were blocked to view by trees. The airfield could best be observed from points near Drewitz and in Grabko.
2. Source learned from records and talks with construction supervisors that the sub-grade of the runway consisted of a layer of broken stones upon which pierced iron plates had been laid before concreting work was started. No drainage facilities had been built because the field was very sandy. At its eastern end, the runway, which was 80 meters wide, was widened to 120 meters on a 80-meter stretch. Prior to 15 July 1953, no hangars had been built. Work on the construction of hangars had been started, but construction activities were suspended after a sum of about 700,000 eastmarks had been invested. Structural steel which had been delivered for the hangars was shipped away. Work on the construction of six garages, filling station, and a guardhouse had been started. The spur track to the field branched off from the Cottbus-Guben railroad line near Grabko, one siding leading to the landing field while a second one extended almost parallel to the main railroad line.
3. The airfield was equipped with a pumping station, one water pipeline led to the quartering buildings, another pipeline was allegedly built as sewerage.
4. In mid 1953, a settlement for Soviet officers and their dependents which consisted of about 20 small houses, a school, a cultura house, a large kitchen and garages was completed. Each house had six rooms and a bath, was fitted with central heating and hot and cold running water. After the houses were completed in late May 1953, they were placed off limits to the Germans. Thirteen low brick buildings, 56 x 16 meters, a single-story cultura house, and a large kitchen were being built south of the railroad line. These houses were said to be earmarked for occupation by flying personnel. When a VPL unit moved to Drewitz in June 1953, the Baunion

CLASSIFICATION SECRET

SECRET

25X1

- 2 -

had to vacate the workers' camp east of Drewitz for the Volkspolizei and the workers moved to the low brick buildings south of the railroad line. Source made a layout sketch of Drewitz airfield.<sup>1</sup>

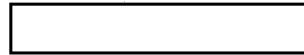
25X1

6. At noon on 25 September, source observed no air activity at the airfield. An officer and about 20 VPLs were seen at Jaenschwalde railroad station. Piles of sand and pipes were seen on the Jaenschwalde-Drewitz highway. A barbed wire fence extended from a point about 10 meters north of railroad kilometer marker 194.1 as far as railroad kilometer marker 197.1, where the fence turned toward the woods, in the north. A watchtower, about 15 meters high, was seen near kilometer marker 194.1. Three-story buildings were observed between railroad kilometer markers 196.3 and 196.7.
7. On 30 September, source determined that the entrance to the field was at the northern edge, about 300 meters south of Drewitz. At this entrance was a wooden guardhouse which was occupied by VPL. About 100 meters to the southeast were low wooden buildings with black-red-golden flags, which housed VPL personnel. About 1,000 meters northeast of the entrance was a gravel pit from where a narrow-gauge field railway extended toward the airfield to the southwest. On this railroad, gravel was carried to the field. Along the spur track, a section of the landing field could be seen and four completed shrapnelproof aircraft revetments were identified.
8. Source observed from the train that several three-story buildings were located along the Cottbus-Guben railroad line. A concrete road from the north met with the fence along the southern section of the field, at railroad kilometer marker 196.6, ran along the fence to the northeast for a stretch of about 500 meters, and again turned to the north between the three-story buildings and spur track. Five temporary buildings for construction workers were located north of the railroad line, about 1,000 meters east of the Jaenschwalde railroad station, outside of the airfield.
- 25X19. Between 11:30 a.m. and 6 p.m. on 30 September, no air activity was conducted at the field. No Soviet soldiers were observed at the field or in its vicinity.<sup>3</sup> At

SECRET

SECRET

25X1



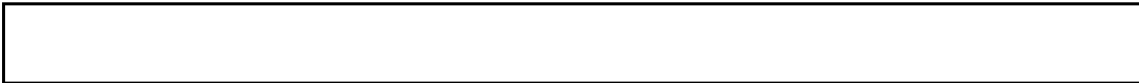
- 3 -


25X1




10. A road, about 800 meters long, with head stone pavement extended from Drewitz to the main entrance of the airfield which was guarded by VPL sentries. The soldiers who entered and left through this gate also were VPL personnel. Six temporary buildings were observed near the entrance inside of the field.
11. Signs indicated that work by the Bauunion Sued was under way at the field. Construction work was being done on a road from Jaenschwalde to the field and cables were being laid along this road. An estimated 250 laborers were employed at the field. The field area was surrounded by a 2-meter fence.
12. An inkeeper in Drewitz stated the airfield was occupied by VPL personnel and that no Soviets were stationed there. Informant further said that no aircraft were stationed at the field and that no air activity has been conducted for weeks, while prior to around 17 June 1953, there had been intensive air activity by jet aircraft.
13. On 6 October, the postal bus to Drewitz was used by four VPL men who entered the airfield through the gate on the northern edge. Five low-wooden buildings of the same type formerly built for the Reich Labor Service were observed 200 to 300 meters from the guard house at the northern entrance. A narrow-gauge field railway extended along the fence inside of the northern edge of the field. From Jaenschwalde, three Soviet Air Force officers went on a path along the Cottbus-Guben railroad station to the northeast, while some VPLs, who had detrained in Jaenschwalde, proceeded on the road to Drewitz.

25X1

25X1  
25X1

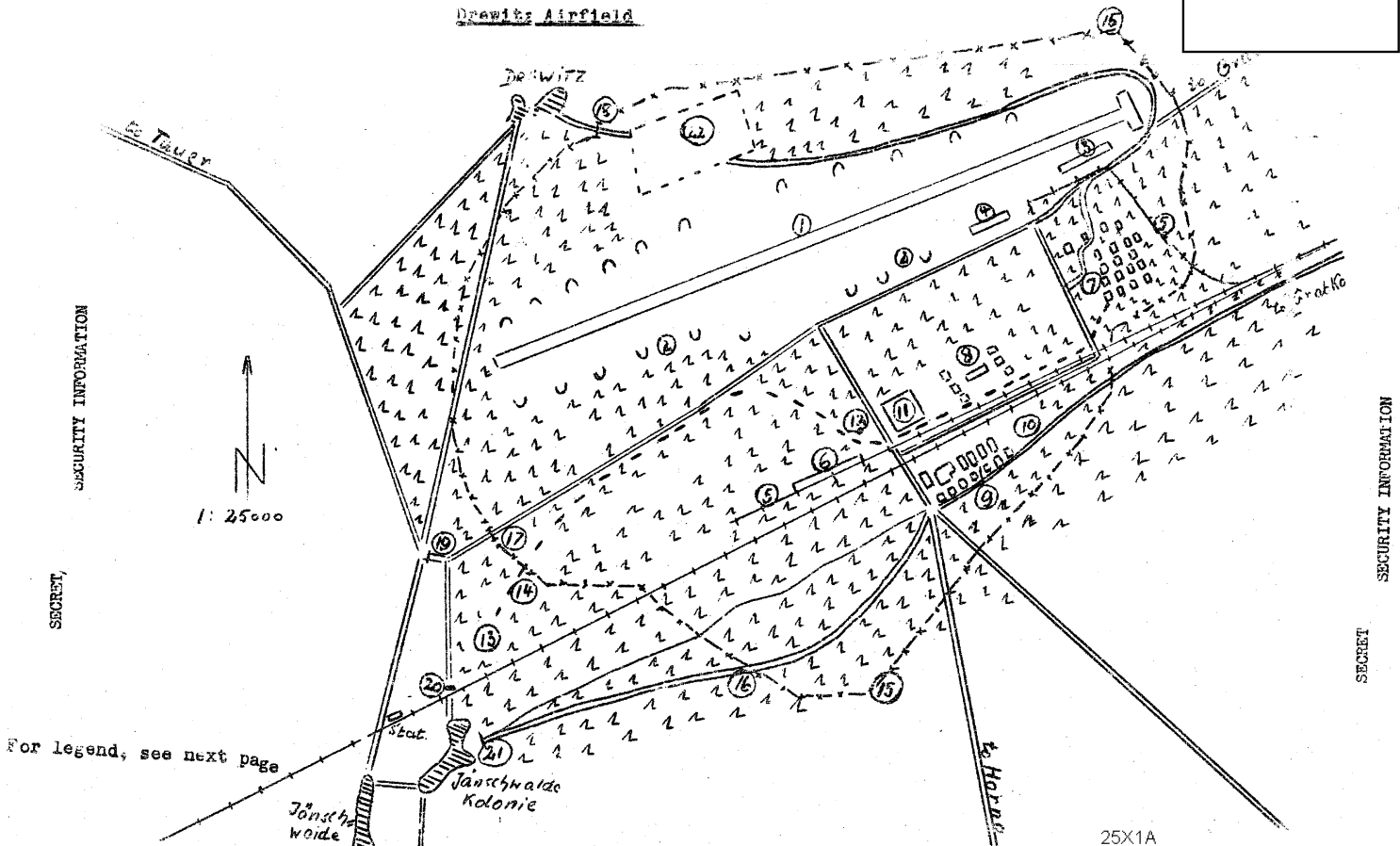
1.  Comment. For layout sketch of Drewitz airfield, see Annex.

25X1

3.  Comment. It is believed that Drewitz airfield is occupied by the 602d VPL Regt. with the assigned 302d Supply Bn. At present, air activity is being conducted only at Cottbus airfield where apparently flights on Yak-18s are being made by a training course for commanders and flight instructors. For localities and landmarks mentioned by sources, see Map GSGS 4414, sheet 4053/4153.

SECRET

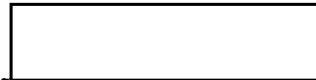
Drawitz Airfield



For legend, see next page

SECRET

2541A

Annex to  
- 2Legend:

- 1 Runway.
- 2 Shrapnelproof aircraft revetments.
- 3 Location of scheduled refueling station.
- 4 Location of scheduled flight control station.
- 5 Railroad sidings.
- 6 Auxiliary loading ramp.
- 7 Settlement for Soviets.
- 8 Location of scheduled 6 garages with refueling station.
- 9 13 low brick buildings with culture house.
- 10 Fire pond.
- 11 Basements for hangars.
- 12 Transformer Station.
- 13 Pumping station.
- 14 Probable course of newly laid waterpipe.
- 14 Wire fence.
- 16, 17 and 18 Guarded entrances to the airfield.
- 19, 20 and 21 Road blocks.
- 22 Camp of Bauunion, now occupied by KVP.

SECRET