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CENTRAL INTELLIGENCE AGENCY

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THIS IS UNEVALUATED INFORMATION

[Redacted area]

1. [Redacted]

the following information on the status of construction work at Vietnamsdorf airfield was obtained: Concreting work on the dispersal areas at the eastern end of the taxiway was completed by 19 July 1954. The implements were transferred to another construction site. Of the southwestern taxiway one strip was entirely completed and the other two strips were half terminated. 1 The scheduled 3 buildings in the permanent camp will not be constructed in 1954 but instead a flight control building, a battery charging station and an oxygen station are to be built. 2 The German engineers refused to accept the fuel dump which, including the technical installations, was allegedly completed. Excavation work along the connecting road between the two fuel dumps was still under way. 3 Negotiations for the turning over of the construction project to the Germans were completed with the Soviet authorities. Lt. Col. Khomotov (fnu) and Lt. Col. Oleinik (fnu) said their goodbyes to the various German construction officials. 4

2. In mid-July, the western strips of the southwestern taxiway were half terminated and the other strips were partially completed. Concreting work was done on one half of the middle strip, while the eastern strips were completed except for a small part. The machine unit which had previously been under repair was to be additionally used for work on the southwestern taxiway after 21 July. Thus, work could be done in two shifts as two sets were available. The previously reported expansion work on the southwestern taxiway was finally decided. The available taxiway is to be expanded by 18.5 meters on each side. The 4 inner strips, each 6.17 meters wide, will be topped with a 40-cm concrete layer and the 2 outer strips, each 6.16 meters wide, with a 20-cm concrete layer. In mid-June, the following ratio of mixture was ordered for one cubic meter of concrete: 325 kg of cement, 450 kg of coarse chippings, 350 kg of fine chippings, and 1,200 kg of gravel. The gravel used was of poor quality. A work brigade which was employed for grading work on the southwestern taxiway had fulfilled its work quota with 200 percent. It was assumed that work had been done badly and that the ground had not been watered or tamped enough.

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3. Concreting work on the dispersal areas at the eastern end of the taxiway was completed except for the ear-shaped protrusions. The machine set including the concrete mixer was shifted from the dispersal areas to the southern section of the southwestern taxiway. It could not be determined whether the set would be used for expansion work on the southwestern taxiway or for construction work on the roads leading to the dispersal areas in the southwestern section of the field. Because of a lack of workers, only two sets could be employed while the third set was under repair. The dimensions of the 6 dispersal areas at the eastern end of the taxiway were entered in a sketch.
- The second shift of one set which was scheduled to be free after 26 July was to be engaged in construction work on the ear-shaped protrusions of the dispersal areas. Work on these protrusions, with a 20-cm concrete top layer, was to be done by hand. Each of the 6 dispersal areas is to be provided with a stand pipe which is scheduled to be connected to fuel dump II, which is intended to be built in Jagen (forest sub-district) No 57.
4. Major Churbanov (fnu) pressed the construction staff that repair work and the filling of joints on the runway be completed as quickly as possible. All of the available workers were engaged in this work. Nevertheless, the first date of completion, namely 15 July 1954, could not be met. The runway has not yet been accepted by the Soviets. 1
5. Concreting work in fuel dump I in Jagen 162 was completed by mid-July. It was believed that all of the technical installations were fitted. In fuel dump II, excavation work had not started as of mid-July, but digging work was under way on the connecting road between the two fuel dumps. 3
6. Concreting work was done on the following installations during this year up to 15 July 1954:

Southwestern taxiway, referred to as Object No 103	14,822 cubic meters
dispersal areas, referred to as Object No 104	10,577 " "
fuel dump I	681 " "
	<hr/>
Total	26,080 cubic meters

Work was considerably behind the following schedule:

June 1954	20,000 cubic meters of concrete
July 1954	26,000 " " "
August 1954	26,000 " " "
September 1954	26,000 " " "
October 1954	10,000 " " "

This indicates that concreting done, up to 15 July 1954, did just come up to the work plan for one month. A monthly output of 26,000 cubic meters of concrete can only be reached when work is done in two shifts and with the employment of two sets. Then each shift must complete 325 cubic meters of concrete per day. In mid-July, a bureau charged with preliminary work was established at the construction site with a view to work out the plans more thoroughly and to reach a better work quota. Chief of this office became Herr Snievski (phonetic spelling) (fnu) who had previously been engaged in accounting and calculating matters. He was to be assisted by a norm engineer, an excavation foreman, and a specialist charged with computations.

7. The Soviet construction staff formerly observed at the site was no longer present in late June 1954. Since that date, all conferences were held with Major Churbanov from Werder who was assisted by Dipl Ing Maeding (fnu) acting as control engineer. The Soviet fatigue detail was employed for excavation work at the border strips on both sides of the runway. There, the ground was being graded, tamped, covered with humus

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and to be sown with grass at a later date.

Approximately 1 week before 17 July and on 17 July, a biplane landed on the western section of the runway. The aircraft, presumably, was used by the commanding officer of the Soviet construction troops employed at the field.

8. According to talks overheard, the Soviet construction detail employed at the field in late June 1954 had formerly been engaged in construction work in Hohen-Neuendorf. The soldiers of the unit did grading work in the northwestern corner of the construction site at the end of June. They used only some of their tools and equipment, while the other implements were stored in the tent camp. There was apparently little connection between the construction staff at the field and the Soviet construction unit as the implements which were not being used by the Soviet would have been of great use for grading work on the southwestern taxiway. <sup>1</sup>
9. In early July, no work was under way in fuel dump I which was surrounded by a barbed wire fence about 2.2 meters high. The pumping house was completed and fitted with iron doors and windows. Work was also terminated on the oil house and the shed for the storage of barrels. A water reservoir with a concrete cover, 4 meters in diameter, was located both at the southwestern and northeastern corners of the fuel dump, close to the circular road. A 1-meter-high hydrant was fitted on the concrete covers. The reservoirs were filled through a hose which was connected to the tapping point located in the middle of the four containers. <sup>3</sup>
10. [redacted] sketch of the underground cables which were scheduled to be laid under the runway and circular taxiway. These cables consisted of concrete pipes, about 10 cm in diameter, through which at present one wire each was strung. The wires were fitted on a wooden pole at both ends of the pipe. <sup>5</sup>
11. When construction work was started, the southwestern taxiway was designated as auxiliary runway. During the weeks prior to early July, however, this designation was no longer used and the installation was referred to as Object No 103. The southwestern taxiway was 21 meters wide from the southwestern corner of the E-W taxiway to the railroad crossing, then it widened to 60 meters to a point about 50 meters north of Jagen 101/72 and subsequently again tapered to a width of 21 meters toward the southern end of the taxiway.
12. The connecting roads near Object No 104, which is an installation at the eastern end of the E-W taxiway, had a width of 15 concrete slabs, each 7 meters wide. Concreting work was done in an E-W direction beyond the grass strips. In early July, a width of 10 slabs was completed and work on the other 5 slabs was to be done in 2 shifts from 12 July to 20 July. Work on the 20-cm-thick concrete cover of the ear-shaped protrusions in the grass-covered strips was to be done by hand. <sup>1</sup>
13. The road around fuel dump I, except for the approach to the ramp, was completed by early July. The layer of humus was removed from the clearing cut into the woods for the connecting road to the scheduled fuel dump No II from the western end to as far as the Cross-Doglin-Vietmannsdorf road. No work was as yet started on fuel dump II. <sup>3</sup>
14. Allegedly, buildings were to be constructed in Jagen 192/60, close to the landing field. No details were available as yet. Jagen No 192 is located just north of Jagen 160. <sup>2</sup>
15. In early July, the southwestern taxiway was staked off only to a length of 2,880 meters. At the end, the branch lanes to the east and west were scheduled to begin. Workers were engaged in uprooting work on these branch lanes. The taxiway was concreted to a width of 21 meters and a length of 800 meters. Its western strip was completed to as far as point 1,500 and its eastern strip to point 1,840. <sup>1</sup>

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16. The water reservoirs in fuel dump I were covered with a concrete layer from which a concrete pipe, about 2 meters high, extended. On top of these concrete covers, a layer of earth was raised. Thus, the water reservoirs looked like earth hills, about 2 meters high and 12 meters in diameter, from the middle of which projected a concrete pipe by about 50 cm. <sup>3</sup>
17. As the surveyors no longer had sufficient work at the field, some of them were assigned to other work. In this connection mention was made of construction work on a large airfield in the wooded area near Luckenwalde. There, surveying work was allegedly to be started soon. Chief construction superintendent Mamani (fnu) was said to be interested in taking over the supervision at this airfield project. <sup>6</sup>

1. Comment. A sketch of the dispersal areas at the eastern end of the taxiway was forwarded previously. For dimensions of individual hardstands, see Annex 1 of the present

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taxiway, see Annex 2 of the present report. This taxiway has a width of 60 meters for a length of about 2,250 meters. This information disagrees with the report by another source according to which the taxiway has an extended width of 60 meters for a length of 2,500 meters and a total length of 2,940 meters. The connecting lanes to the dispersal areas were scheduled to branch off from the two ends of this taxiway. This plan, however, was apparently changed slightly because of the terrain feature.

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2. Comment. Three barracks installations were planned to be built.

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3. Comment. Three fuel dumps are scheduled to be constructed at the field.

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4. Comment. These officers belonged to the Soviet construction staff in Vietmannsdorf and were subordinate to the Litvinov Construction Headquarters in Leipzig. This construction headquarters transferred to the east during the first half of May 1954.

5. Comment. For location sketch of underground cables and numbers of concrete slabs under which the cables will be laid, see Annex 3.

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6. Comment. According to a previous report, the VEB Tiefbau Brandenburg was charged with the construction of a new airfield in the Halle/Dresden area. Although Luckenwalde is not located in this area it appears possible that the same airfield is concerned.

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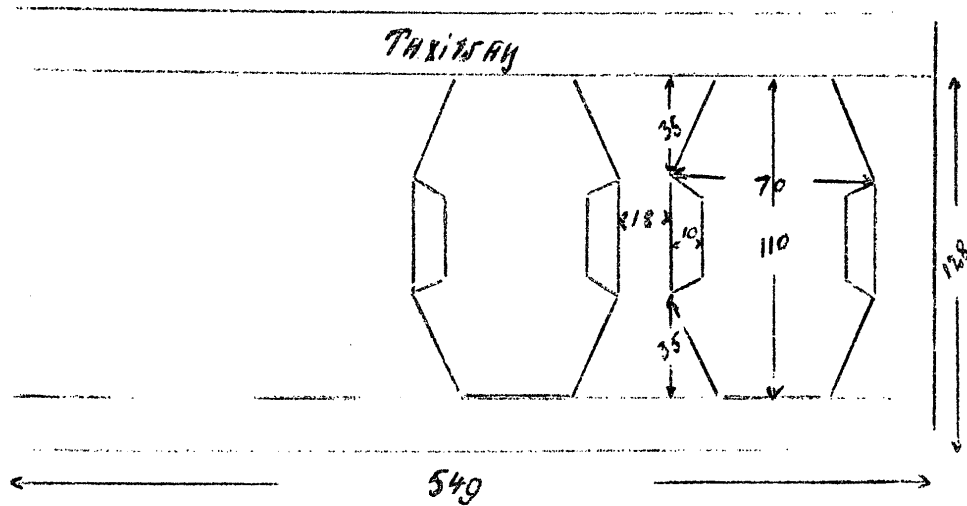
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Hardstands Along Taxiway at Vietnamsdorf Airfield



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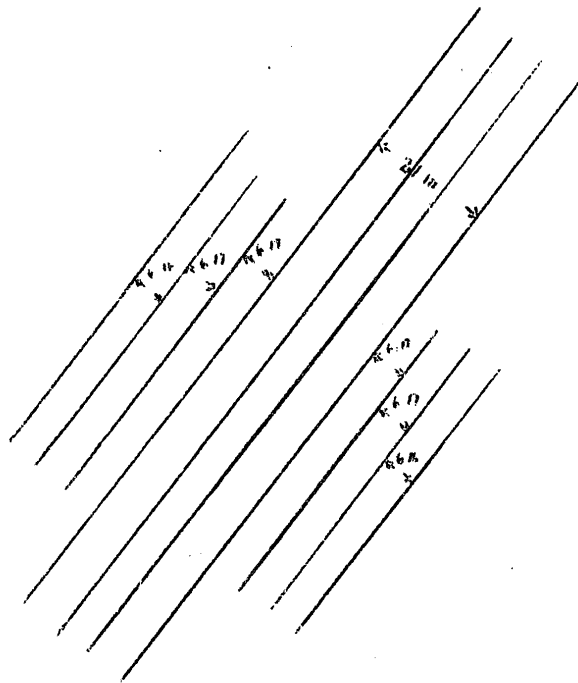
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ANNEX 2



Width of Southwestern Taxiway at Vietnamsdorf Airfield



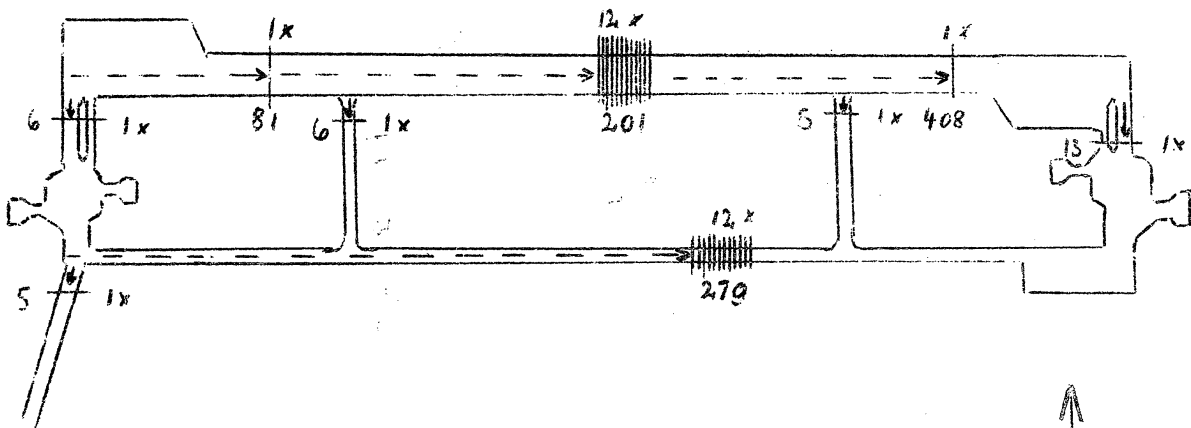
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Cable Ducts Under Runway and Circular Taxiway at Vietmannsdorf Airfield



Note. The figures indicate the numbers of concrete slabs under which the cable ducts run. The numbers were counted from the north and west.

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