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THIS IS UNEVALUATED INFORMATION 50X1-HUM

1. The taxiway at Vietmannsdorf airfield which began in the southwestern corner of the installation terminated in the wooded area about 350 meters north of the Klein Doelln settlement. The official designation of this taxiway was Connecting Land A/B - Object No 103. After various changes in the construction plan, preparatory work for a widening of the concrete lane from 21 to 60 meters was started. The exact dimensions of the extensions along the western and eastern sides were not yet known. It was rather definitely determined that the widened strips would be covered with a 30-cm concrete layer, while the inner strip was 40-cm thick. Grading work was done by laborers working by contract. 1
2. On 24 August, concreting work on the dispersal areas was completed. The terrain which bordered on the concrete aprons was leveled by German workers and Soviet Air Force soldiers. 2
3. In early September, most of the workers were employed on the dispersal areas near the Klein Doelln settlement. Work was almost completed on the eastern side and 40-cm-thick concrete lane which branched off to the east from the southeastern end of the connecting lane A/B. Adjacent to the concrete lane were three dispersal areas of which the pin-point location and the intervals between each other and the distance to the taxiway could not be determined. This also applied to the concrete lane branching off to the west from the southwestern end of the connecting lane. 2
4. Repair and cleaning work was being done on the W-E runway and the taxiway. The terrain located between the two lanes was leveled by Soviet Air Force soldiers. The construction sheds which were no longer used and the light poles at the western section of the runway were removed. 3

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5. In early September, the fuel containers of fuel dump I were apparently not yet filled. 4
6. On 24 August, a biplane landed on the section of the runway which is located east of the Gross Doelln - Vietmannsdorf road. The aircraft had the white No 2 underneath the red Soviet star on its rudder assembly. It took off about 1600 heading in an unidentified direction. 5
7. The barriers across the Vietmannsdorf- Gross Doelln road, which had previously been guarded by Soviet soldiers wearing red-bordered black epaulets, were open after 8 September. Some of the guard personnel with their baggage moved on trucks toward Templin in early September. 6 50X1-HUM
8. After previous rumors on the intended construction of a new airfield in the Querfurt area, there were new rumors on an airfield project between Torgelow and Eggesin. The workers were to be assigned to these construction projects depending on the location of their residences. 7 50X1-HUM
9. [REDACTED]
10. No observations indicating the establishment of lighting facilities, radio installations or radar sets at the field were observed up to early September.
11. The target date for the completion of all the work planned for 1954 was fixed as 21 December 1954. 9 50X1-HUM
12. Repair work on the runway and the taxiway running parallel to the runway was completed. A leading member of the VEB Ing Tiefbau Brandenburg stated that widening work on the connecting lane A/B was finally decided on 27 September. A 19.5-meter-wide and 30-cm-thick concrete strip was to be constructed on each side of the lane which was 21 meters wide and 40 cm thick. Adjacent to the new strips, a 1.5-meter-wide asphalt strip was to be laid. These asphalt strips were to border on an 8.5-meter-wide strip covered with humus. Work was almost completed on the lanes which branched off to the east and west from the southwestern end of the connecting lane A/B. 1
13. Since all construction projects on German territory are subject to German laws, the fuel dump I was not accepted by the proper state control agency because the safety regulations in the camp did not agree with the German regulations. The exact designation of the agency could not be determined. 4
14. [REDACTED] during 50X1-HUM  
1955 and 1956, considerably more concrete would be used at the field. 10
15. Kutscher (fnu), business manager of the VEB Ing Tiefbau Brandenburg at the field, was transferred and replaced by Schulz (fnu).

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16. In mid-September, excavation work was under way on both sides of the concrete lane which was to be widened on each side by a strip 19.5 meters wide and 30 cm thick. 1
17. In mid-September, concreting work was started on the connecting road between fuel dump I and fuel dump II. The road was 5.5 meters wide and 15 cm thick. The connecting strip to the north was 6 meters wide. 11
18. Work was being done in two shifts on the concrete connecting lane to the dispersal areas in the southwestern section of the field and in one shift on the dispersal areas and the connecting road from fuel dump I to fuel dump II. From 1 September to 20 November, 43,000 cubic meters of concrete were still to be completed including the extension strips of the connecting lane A/B. It was doubted, however, whether the target could be met.
19. The concrete lane to the southwest, which had previously been mentioned as auxiliary runway, fighter runway or connecting road A/B, was officially designated Connecting Lane A/B - Object No 103. Widening work on this lane was decided in mid-September. According to the new plan, the eastern side was to be widened by 19 meters and the western side by 20 meters, both strips with a 30-cm-thick concrete cover. The concrete lane which branched off to the east from the southern end of the connecting lane was completed as far as the bend. The easternmost dispersal area had the numerical designation 1, the middle dispersal area had No 2, and the third one located just east of the connecting lane had No 3. Dispersal areas Nos 1 and 2 were concreted by hand. The three dispersal areas along the western lane branching off from the south end of the connecting lane A/B had the Nos 4, 5, and 6 for the southernmost, the northeastern one and the northwestern one respectively. 1
20. In late August, no preparatory work for the construction of new fuel dumps was observed. Two new dumps, one at the northern edge of Jagen (forest sub-district) 157 and the other one near connecting lane A/B, will allegedly be built in 1955. 4
21. The main runway was cleaned. Marshy soil was to improve the grass cover on the strips north of the runway. The soil was hauled to the site by Soviet soldiers [redacted] 50X1-HUM
22. The VEB Ing Tiefbau Brandenburg employed 1,212 workers at the field on 20 August and 1,178 on 31 August. 50X1-HUM
23. In late August, concrete slabs were laid on the terrain between the concrete protective wall and the containers in fuel dump I. The roofs of the containers were to be given a protective coating of paint, then were covered with earth, including the concrete slabs. Subsequently, grass was to be sown on the earth. Two tower-like devices projected on top of each container, above the space between the protective wall and the container. One aperture was the entrance hatch and the other was the ventilation. The former was in a round concrete tower covered by a roof. A second fuel dump was scheduled

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to be built approximately in the extension of the eastern taxiway, between the runway and main taxiway, about 160 meters south of the main taxiway. A third fuel dump was planned to be constructed near the connecting lane A/B. Work had not yet started. 4

24. In late August, the buildings in the ammunition dump were still vacant. The double doors were meanwhile fitted. Small stone sheds with fire extinguishers were seen in front of the buildings. The two low wooden buildings at the entrance to the ammunition dump were provided with stoves. The dump was guarded by civilians. 12
25. On 30 August, about 50,000 bricks arrived and were unloaded on the freight station of the construction site. This was the first shipment of a large delivery from a brickyard near Zehdenick. The bricks were allegedly required for newly planned buildings the location of which was still unknown.
26. In late August and early September, cement, chippings and gravel continuously arrived at the field. The cement silos were almost full. Large scale concreting work was apparently planned because of the large quantities of arriving material. 10
27. In late August or early September, the decision to widen the connecting lane A/B became known. A northern strip of about 240 meters and a southern strip of about 150 meters were not to be enlarged. Concreting work was almost completed on the lane branching off from the southern end of connecting lane A/B and leading to the dispersal area in the east. The easternmost dispersal area was completed, while concreting work was still under way on the middle dispersal area. Grading work continued on the concrete lane branching off to the west. Most of the workers were now employed on the concrete lane and the dispersal areas where 4 concrete mixers and 2 distributors were used.
28. In mid-August, work was started on new clearings just south of the connecting road between fuel dump I and fuel dump II, which runs 156 meters south of and parallel to the taxiway. The first clearing, about 20 x 30 meters, was located about 175 meters east of the Gross Doelin - Vietmannsdorf road. Allegedly a motor tractor station was to be established there. The second clearing, about 15 x 60 meters, was located 50 meters farther to the east. A guardhouse was allegedly to be built there. 13
29. The main building and four quartering buildings were vacant. One building was occupied by the air force construction company. Four painters from Templin were to be engaged to paint the rooms and floors of the buildings which were in poor condition. The temporary buildings south of the headquarters building which had housed the workshops and storerooms were torn down. They had been built by the Soviet construction staff and had later been turned over to the Bauunion Brandenburg. The mentioned temporary buildings including those of the saw mill and the garage were allegedly transferred to Querfurt. 7

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30. Since about 18 September, the air force construction company of 160 to 200 men has been quartered in one of the headquarters buildings. The personnel were daily trucked to their construction sites at 0700 and returned at 1800. They were mainly engaged in grading work on the area north of the runway and between the runway and taxiway. Top soil from the swamp north of the runway was to be used in this grading work. The top soil was to be picked up by dredgers and hauled to the side via a corduroy road which was to be built.
31. In mid-September, the construction staff ordered that the individual construction projects were no longer to be designated after their purpose, but only by their assigned numbers. 14
32. A railroad man stated that, in August, 1,429 railroad cars with cement, gravel, timber, prefabricated barracks sections etc. arrived for the airfield. 7
33. On 22 September, no work was being done on the spur track which crosses the Gross Doelln road at kilometer marker 2.0, extends to the Zehdenick-Templin highway, and terminates in the marshy soil south of this road. 15
1. Comment. On the basis of previous information on connecting lane A/B it is assumed that this connecting lane has a total length of about 2,900 meters. Previous reports indicate that the lane will be widened from 21 meters to 60 meters. i.e. by 19.5 meters on each side. The length on which this extension work was to be conducted could not yet be definitely determined, but is believed to be about 2,500 meters. The information on a concrete strength of 30 cm on the expansion strips is believed to be correct and is normal for fighter runway. 50X1-HUM
3. Comment. Work on the runway and taxiway was completed. The two concrete lanes are serviceable over their entire lengths. 50X1-HUM
4. Comment. It is believed that the fuel dump is in working condition except that the containers are not yet filled. The refusal by the state control agency to accept the fuel dump was reported previously. According to available information, a third fuel dump will probably be constructed along connecting lane A/B, approximately in Japan 130. 50X1-HUM
5. Comment. Individual landings of courier aircraft were observed in July 1954. The aircraft probably carried officers of superior headquarters who inspected the field. 50X1-HUM

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6. [Redacted] Comment. A portion of the guard detail was probably discharged and returned to the USSR. 50X1-HUM

7. [Redacted] Comment. The construction of an airfield near Querfurt has been confirmed. The reported transfer of temporary buildings to this construction project with the designation Object No 542, which was taken over by the VEB Ing Tiefbau Brandenburg, appears possible. The other construction project between Torgelow and Eggesin is no airfield construction project but a project of the KVP Army for which the VEB Ing Tiefbau Brandenburg was also contracted. 50X1-HUM

8. [Redacted] Comment. [Redacted] a unit in Voronezh, probably to a border guard unit. 50X1-HUM

9. [Redacted]

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10. [Redacted] Comment. This information is noteworthy. It is unknown for which purpose the materials will be used. Special attention will have to be paid to the construction of underground installations and other protective installations at the field.

11. [Redacted] Comment. This road begins at the northern edge of Jagen 162, and extends parallel to the taxiway toward the east as far as the northern edge of Jagen 157, where the second fuel dump is probably intended to be constructed. 50X1-HUM

12. [Redacted] Comment. The ammunition in Jagen 103/104 and 115/116, southwest of Grunewald, is apparently completed. No shipments to this dump have been reported so far. 50X1-HUM

13. [Redacted] Comment. [Redacted] The correctness of the information on the utilization of the clearings cannot be verified. The construction of a guard house on the clearing covering an area of 15 x 60 meters appears doubtful. 50X1-HUM

14. [Redacted] Comment. This order agrees with previously reported security measures. The numerical designations of the individual construction projects have not been determined. 50X1-HUM

15. [Redacted] Comment. In July 1954, [Redacted] the construction of a railroad embankment which began approximately in Jagen 146 and extended via Jagen 132 into Jagen 121 and 122. A second ammunition dump was allegedly to be constructed there. 50X1-HUM

[Redacted]

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