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COUNTRY East Germany REPORT

TOPIC Doerberitz Airfield

EVALUATION PLACE OBTAINED

DATE OF CONTENT

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REFERENCES

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REMARKS

This is UNEVALUATED Information

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1. Air activity and aircraft observed at Doerberitz airfield between 9 and 21 April 1955:

9 April. At 1000, a Po-2 approached from the direction of Wildpark and then landed at the field. At 1035, an Il-10 took off, headed toward Schoenwalde and disappeared from view flying at an altitude of about 250 meters. The landing of this aircraft was not observed on the same day. At 1115, 2 Il-10s took off at an interval of about 800 meters and headed toward Ketzin/Brandenburg. At about 1600, the aircraft returned individually from the same direction and, shortly before reaching the airfield, dived from an altitude of about 500 meters down to 50 meters. Subsequently, the aircraft made a sharp left bank while climbing to about 500 meters, then flew one wide circle over the field and again dived over the southwestern section of the field. Each aircraft made 4 dives. The landings were performed between 1618 and 1620 at an interval of about 800 meters. At about 1730, 12 Il-10s approached in a wedge formation of 4 flights at an altitude of about 400 meters from the direction of Falkensee. The distance between the individual flights was 50 to 60 meters and the interval 90 meters. The individual aircraft of the flights flew at a distance of about 50 meters and an interval of about 30 meters. Shortly before reaching the airfield, the formation dispersed and the aircraft landed individually within about 6 minutes and at intervals of about 800 meters. Immediately after the landing, the Il-10s were towed by Bulldog-type prime movers into hangars 4b and 4c. It was not observed if the formation took off again.¹

10 April. No air activity was observed at the field nor were aircraft parked there.

11 April. Individual take-offs were made during daytime and at night. There was a 6/10 to 7/10 overcast at an altitude of about 700 meters, intermittent rain and visibility of 6 to 7 km. At 1030, a Po-2 took off, headed toward Wildpark at an altitude of about 150 meters while disappearing from view. The aircraft returned from the same direction and landed at 1845. At 1100, 2 Po-2s took off at an interval of about 250 meters and individually headed toward Schoenwalde at an altitude of about 200 meters. Between 1800 and 1802, 4 Po-2s took off at an interval of 150 to 200 meters and individually flew toward Nauenz at an altitude of about 150 meters while disappearing from view. The aircraft individually returned at an altitude of about 150 meters between 1835 and 1839 and landed at intervals of 300 to 400 meters. Eight Po-2s practiced night flying from 1855 to 2200. At the same time, 6 aircraft with set position lights were aloft. The average flying time was about 15 minutes. During night flying activity, the take-off and landing strip was marked on both longitudinal sides by red lights about 50 meters apart. A searchlight mounted on a truck was placed at both ends of the runway. The two searchlights alternately illuminated the runway. A rotary searchlight located about 3 km south of

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the field, was also in operation.

12 April. Between 1830 and 0100, there was night flying by 2 Po-2s which individually took off and landed and remained aloft for 30 to 40 minutes. The runway lights and rotary searchlights were in operation as on 11 April.

13 April. At about 1200, 5 Po-2s took off at intervals of about 250 meters and headed toward Nauen at an altitude of about 150 meters while disappearing from view. The aircraft landed individually at intervals of about 400 meters between 1240 and 1244. One single-engine high-wing monoplane approached from the direction of Falkensee at an altitude of about 250 meters and landed at 1330.

15 April. At 1400, a Po-2 landed after approaching from the direction of Schoenwalde. At about 1715, a helicopter, probably a type 32, approached at an altitude of about 200 meters from the direction of Wildpark, flying along the railroad line along the western edge of the field approximately at the same speed as the Po-2 which flew in the direction of Nauen.

16 April. Between 1000 and 1600, 16 to 18 Il-10s practiced flying. There was favorable weather. The aircraft had yellow markings on the rudder assembly and propeller hub.

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Some of the aircraft which were involved in air activity were towed by tractors from hangars 4b and 4c to a point about 70 meters in front of the doors of the hangars. Then, their engines were started and the aircraft taxied under own power to the take-off point. The aircraft mostly made approach flights over the southern section of the field and in particular over hangar 4a. They dived individually from an altitude of about 300 meters to 50 meters. Individual formation flights by 3 aircraft were also made. The aircraft did not assemble in flight formation immediately after the take-off but after a flying time of 5 to 8 minutes had elapsed. The formation made the same exercises as the individual aircraft and approached the target at intervals of about 600 meters. The distance between the individual aircraft of a formation was about 30 meters and the interval about 25 meters. After the approach flight, the formation dispersed and the aircraft flew individually. The average flying time was 30 to 40 minutes. The aircraft landed in elements of two with an interval of about 800 meters between the individual aircraft. Immediately after the landing, two 2-axle tank trucks moved to the aircraft and refueled them. A motor pump was fitted to the hose between the tank truck and aircraft nearer to the truck. The refueling of one aircraft lasted 9 to 10 minutes, while each tank truck was operated by 8 men.

17 April. No air activity was observed.

18 April. There was a 6/10 to 8/10 overcast at an altitude of 500 to 600 meters and gusty wind. One Po-2 took off at 1100 and made local flights up to 1140. A Li-2 coming from the direction of Jueterbog-Wildpark landed at 1710 and again took off at 1722 heading toward Falkensee.

19 April. Between 0800 and 0804, 5 Po-2s made individual take-offs at intervals of about 800 meters and headed toward Nauen at an altitude of about 150 meters while disappearing from view. There was a scattered ceiling at an altitude of about 700 meters and good visibility. The aircraft returned from the direction of Nauen and landed at 0901. At 0810, 2 Il-10s individually took off and flew toward Falkensee at an altitude of about 400 meters while disappearing from view. Their landing was not observed that day. From 0830 to 1600, local flying was practiced by Po-2s which remained aloft for 30 to 35 minutes. A total of 55 to 60 take-offs were counted. The aircraft landed in elements of two with an interval of about 800 meters between the two planes. Immediately after the landing, they were refueled by two 2-axle tank trucks which had at their front side manually operated pumps fitted to the hose. The

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refueling of each aircraft required 12 to 14 minutes. About 8 men were employed on each tank truck. After refueling, the aircraft again took off. An exchange of aircraft crews was not observed.

20 April. No air activity was observed.

21 April. During the morning, there were intermittent rain showers and the degree of cloudiness changed. At 0730, a Po-2 took off heading toward Jueterbeg. The aircraft was not seen landing that day. Between 0830 and 1300, individual flights were made by Il-10s which dived down at ground targets in the southern section of the field from an altitude of about 250 meters to 50 meters. The average flying time was 30 to 40 minutes. At about 0910, 5 Il-10s landed in succession at intervals of about 800 meters. Immediately after the landing, the aircraft were refueled by 2 tank trucks as on 16 April. After an interval of about 15 minutes, the first of the 5 aircraft again took off. At 1800, one Po-2 took off heading toward Brandenburg. The landing of this plane was not observed on the same day.

- 2. From 9 to 15 April, 18 Il-10s with their noses pointing to the middle of the field were parked on the northwestern section of the airfield. 25X1

The aircraft did not participate in air activity. Between 0700 and 0830 on 9 April, the aircraft were warmed up. On 16 April, 2 aircraft with their noses pointing toward each other were parked on the field in front of the unloading track. The aircraft were not employed for air activity. 25X1 ILLEGIB

3. Richthofen Kaserne.

Richthofen Kaserne was still occupied by about 2,200 men. Most of the soldiers frequenting the installation and the sentries posted in front of it wore black-bordered blue epaulets with air force insignia. The completed sections of the barracks installation north and west of the athletic field were still unoccupied. Personnel who were seen marching from Richthofen Kaserne to Doeberitz-Asgrund airfield for basic infantry training with carbines in the northern section of the field included 8 platoons each of 30 men and 12 groups each of 8 to 9 men at about 0930 on 7 April, and 5 platoons and 10 groups at about 0930 on 13 April. The EM, all recruits from 17 to 19 years old, and the instruction personnel wore black-bordered blue epaulets including some with and others without air force insignia.

4. Test stand.

During the period under review, intensive activity was observed on the test stand for piston engines in the area of the repair hangar in the northern section of the field. On some days, test runs were made up to 0100.

5. Fuel shipments.

At about 0900 on 7 April, one railroad tank car was observed on the unloading track. The draining of fuel was not observed. At about 1600 on 16 April, the fuel of 2 large tank cars on the unloading track in front of fuel dump 10 was being transferred to several tank trucks by means of hoses.

6. Unloading operations at rail siding.

13 April. At about 1400, 15 boxes, each about 1.3 x 1 x 1 meter, and 12 wooden crates, each about 2.5 x 1 x 1.3 meters were unloaded from 4 flatcars with sideracks and a sizeable number of crates, each about 3 x 1 x 1 meters

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from a boxcar, were unloaded at the unloading track. [redacted]

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[redacted] The boxes and crates from the flatcars were immediately hauled to the workshop, while the crates from the boxcar were trucked to Richthofen Kaserne during the afternoon.

19 April. At about 1600, tank, artillery and air force fatigue details, each of 40 men and 1 officer, unloaded 15 railroad cars with coal. A new Soviet 2-axle truck [redacted] was parked nearby.

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7. Vehicular traffic.

During the period under review, [redacted] old two-axle Soviet trucks were seen entering and leaving Richthofen Kaserne

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At about 1600 on 16 April, 2-axle truck [redacted] moved to the airfield.

8. At about 1100 on 9 April, two Il-10s [redacted] crossed over Dallgow-Doebritz railroad station. The aircraft had taken off from Elstal.

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9. Shipments.

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The flatcars from Brandenburg-Altstadt which arrived at Dallgow railroad station at 1417 on 31 March were loaded with 10 tank trucks, including approximately 5 x 2-axle and 5 x 3-axle vehicles. [redacted]

At first, the shipment could not be unloaded in Wustermark, at the spur track of Elstal airfield, because one car of another train had been derailed during the shunting procedure in Elstal. On 17 April, a detail of soldiers wearing black-bordered blue epaulets loaded beards on 4 cars at Dallgow railroad station. The shipment was bound for Fuerstenberg/Havel.

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10. At about 1040 on 16 April, 8 Il-10s practiced formation flying in 2 formations of 4 over Doebritz airfield.

11. At 1800 on 16 April, an Il-10 crossed over Falkensee and approached for landing at Doebritz airfield. After nightfall until 2300, night flying was practiced by Il-10s, while landing searchlights were in operation at the field.

1. [redacted] Comment. The formation presumably belonged to the ground attack regiment which had transferred from Brandenburg-Briest to Doebritz.

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2. [redacted] Comment. The tactical symbols observed confirm that the ground attack regiment from Brandenburg-Briest transferred to Doebritz.

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3. [redacted]

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