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15 June

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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|                |                             |                 |               |
|----------------|-----------------------------|-----------------|---------------|
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reports on the observation of Soviet airfields

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GERMANY (Russian Zone)

AIR/MILITARY

ZERBST Airfield

1. Summary

- (a) ZERBST Airfield
- (b) 26 MIG 15s
- (c) Nil recorded
- (d) Nil
- (e) Construction of four wooden huts for A.A. Unit situated approximately 600 metres to the East of fuel installation.  
Tented site to North of fuel installation struck.

2. Layout

See Appendix 'A'

3. Aircraft Counts

- (a) 26 MIG 15s
- (b) All hangar doors were open and no aircraft were visible within.

4. Air Activity

By day      Visibility: Approximately 3 - 5 miles  
 Wind velocity: From 200°/20-25 mph  
 Low cloud, 8/8 with intermittant snow showers  
 Base lowering in showers to 100 metres.  
 General: Turbulent and stormy.

- (a) No flying whatsoever took place during the period of observation.
- (b) 6 MIG 15s were parked on the South-western perimeter of the airfield at point 8 on Appendix 'A'.

Approximately 30 metres West of the aircraft at point 9 of Appendix 'A', 2 lorries, 1 jeep and 1 fuel bowser were parked, with a further radio van parked nearby, at point 10 of Appendix 'A'.

In front of hangars 1, 2, 3 and 4, a further 20 MIG 15s were parked in three groups, as at points 5, 6 and 7 of Appendix 'A'. At Approximately 1500 hours these 20 aircraft were

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manhandled into the nearby hangars and the doors closed.

5. W/T and RADAR

- (a) The previously reported radar array situated on the North-western end of the runway (see point 17 of Appendix 'A') remained unchanged.
- (b) Static W/T station situated North-east of the runway (see point 18 of Appendix 'A') remained unchanged.
- (c) The ADCOCK type D/F station situated North-east of the radar array (see point 19 of Appendix 'A') remained unchanged.
- (d) The DUMBO type radar array with its associated radio van and tents (see point 20 of Appendix 'A') remained unchanged.
- (e) The large static W/T station situated at point 21 of Appendix 'A' remained unchanged.
- (f) The static W/T station situated North-east of the runway beyond the ADCOCK type D/F station (see point 22 of Appendix 'A') remained unchanged.

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7. A.A. Site

- (a)(i) On the A.A. site situated at point 12 of Appendix 'A', 4 wooden barrack huts, each measuring 25m x 7m, have been erected. Troops from the A.A. Battery have been accommodated in these buildings. The former nearby tented encampment has been dismantled.
- (ii) 6 - 37 mm BOFORS A.A. guns are at present set up on this site.
- (b) The A.A. Battery set up at point 14 of Appendix 'A' could not be observed due to inclement weather.

8. Personnel

It is estimated that the airfield continues to be occupied by 1500 all ranks.

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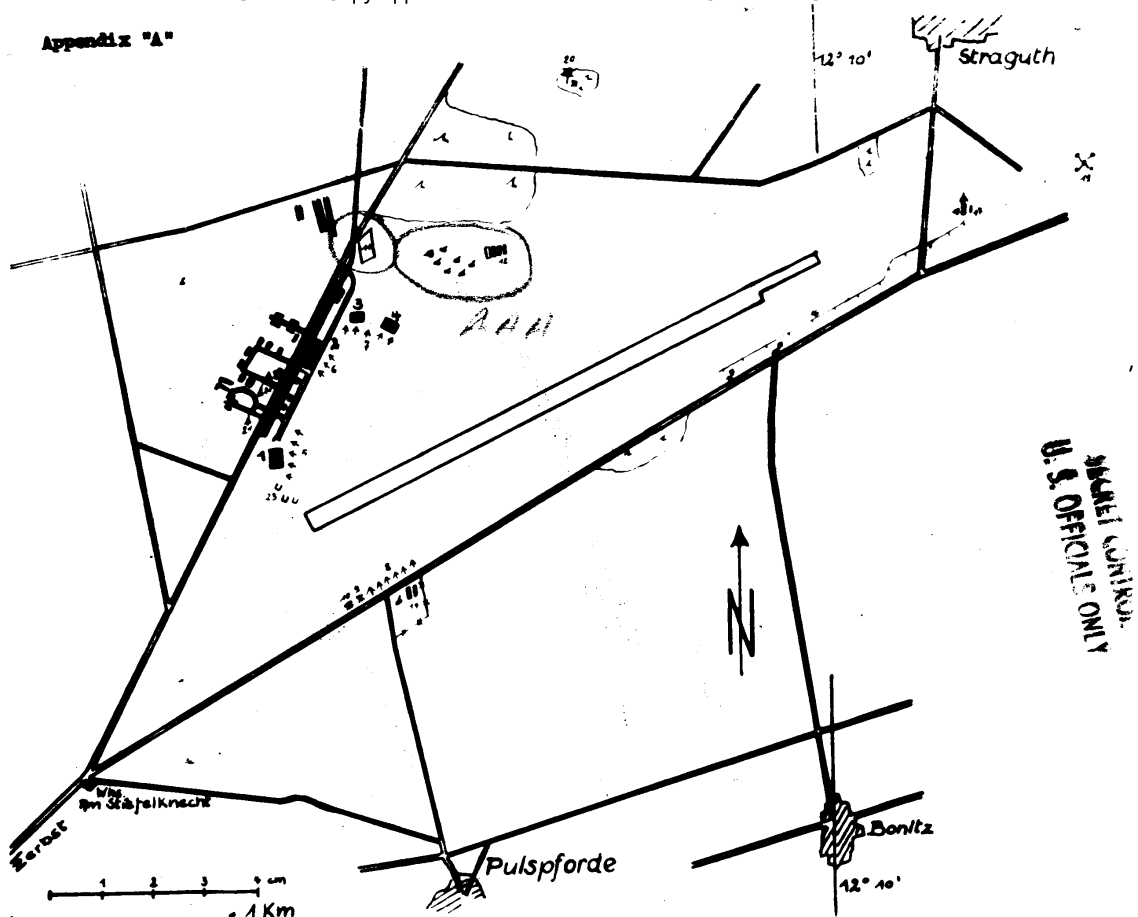
KEY TO APPENDIX 'A'

1. Hangar
- ~~2.~~ Major repair hangar
3. Hangar
4. Hangar
5. 7 MIG 15s
6. 3 MIG 15s
7. 10 MIG 15s
8. 6 MIG 15s
9. 2 lorries, 1 jeep, 1 fuel bowser
10. 1 mobile workshop lorry
11. Fuel installations
12. 4 newly erected wooden huts
13. 6 - 37 mm BOFORS A.A. guns
14. Old A.A. site
15. 2 wooden sheds
16. Power cable carried on poles
17. Radar array (Haupteinflugzeichen)
18. Static W/T Station with 2 small huts
19. ADCOCK type D/F Station
20. DUMBO Radar apparatus
21. Large static W/T station.
22. Static W/T station
23. 3 aircraft blast shelters

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Appendix "A"



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MAPS CONTROL

M. 1:25 000

ZERBST, 4038, MIT ANSCHLUSSBLÄTTER

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GERMANY (Russian Zone)

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AIR/MILITARY.

WELZOW Airfield

1. SUMMARY

(a) WELZOW Airfield

(b) 8 IL 28s, 2 LI 2s, 1 PO 2.

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(d) Slight air activity.

(e) Nil

2. LAYOUT: See Appendix "A".

3. Aircraft:

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(a) Number: 11 11

(b) Types:

|      |       |   |   |
|------|-------|---|---|
| i)   | IL 28 | 8 | 8 |
| ii)  | PO 2s | 1 | 1 |
| iii) | LI 2s | 2 | 2 |

(d) Remarks:

Aircraft were parked on the widened portion of the EASTern taxi-track (see points 42, 43, and 44 at App "A".

4. Air activity:

Approx 600 ORs were employed together with three tractors clearing snow from the runway and taxi-tracks after snow falls.

(a) By day:

(i) Weather - visibility approx 12 miles; wind from 280° at 2 - 4 mph; low cloud 4500 ft - 8/10. 50X1-HUM

Pre-flight

Red landing T was placed out approximately 250 metres from the end of the runway (see point 48, App "A"). One WT tender with whip aerial was parked at point 46 at App "A". A further tender without whip aerial was parked at point 47, App "A". Duty vehicles comprising crash tender and ambulance were parked at point 45, App "A". All aircraft seen were parked on the widened portion of the taxi-track (see point 42, 43 and 44 at App "A"). Two lorries were parked at point 54 at App "A".

IL 28, 06 taxied to the take off point in the region of the WT tender and waited for a period of five minutes. The

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aircraft was taxied to the runway to take off. An OR was situated at the take off point carrying a red flag. The aircraft took off and became airborne lifting its wheels almost immediately it left the ground. The aircraft climbed to an approximate height of 750 ft, made a left-hand circuit of the airfield and climbing to approx 1200 ft, circled the airfield and prepared to land. On landing the under carriage was let down at approx 300 - 350 ft before landing. On landing the aircraft taxied back to the take-off point via the southern taxi-track. Crew changes were not observed.

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ii) [redacted] No flying took place at the airfield during the day.

[redacted] approx 30 - 40 ground crew were observed carrying out the maintenance work on the aircraft. Turbines were started up and shut down repeatedly during the period. Further details could not be observed.

iii) [redacted] Weather - visibility approx 7 miles; still air; ~~low~~ 50X1-HUM  
cloud approx 4500 ft - 7/10.  
General - emptying cloud.

Flying commenced at approx 1000 hrs and ceased towards 1600 hrs. One IL 28 [redacted] was used throughout the flying programme. The aircraft carried out local flying for periods of 20 - 25 minutes with approx 40 minutes between each take-off. Further detail could not be observed. 50X1-HUM

iv) [redacted] Weather - visibility approx 7 miles; still air; nil 50X1-HUM  
cloud.  
General - fair weather, light haze.

Two IL 28s with the Nos. 06 and 52 took part in the flying programme which commenced at 0925 hrs and ceased towards 1600 hrs. Aircraft carried out local flying in flights of 15 - 20 minutes duration, with irregular pauses of 10 - 35 minutes between each take-off.

5. W/T and RADAR.

- (a) The aerial array reported at the Northeast end of the runway (see point 51 at App "A") is still in situ.
- (b) The aerial array situated Northeast of the eastern taxi-track (see point 50 at App. "A") is still in situ. The dipoles are aligned across the runway.

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**6. Airfield and taxi-tracks.**

- (a) Cement posts and slabs have been continually unloaded at the new building site at the airfield during the period under review.
- (b) Approx 200 constructional workers have been stood off at the airfield owing to bad weather.

**7. Fuel installations.**

The store of approx 400 x 200 litre drum containers, previously reported (see point 38, App "A") are still in situ.

**8. Personnel.**

- (a) It is estimated that the airfield continues to be occupied by approx 1200 all ranks of the SAF, of whom approx 300 are officers and the remainder, including approx 30 uniformed females, were ORs.
- (b) Approx 10% of the ORs wore MT insignia.

**9. AA defences.**

- (a) The AA site remained without change of personnel and equipment during the period under review.
- (b) Guns were manned and muzzle covers removed during flying.

**Key to Appendix "A".**

|       |                                  |       |   |
|-------|----------------------------------|-------|---|
| 1 - 3 | Occupied by AA Unit, work shops. | 35-36 | Refuelling point  |
| 4     | Officers' club                   | 37    | 3 x approx 2000 litre fuel tanks, railway bogies removed. |
| 5     | Transformer house                |       |   |
| 6 - 7 | Officers' accommodation          | 38    | 400 x 200 litre drum containers                           |
| 8     | 6 wooden huts                    | 39-40 | 8 x 3.7 centimetre AA guns, before type                   |
| 9     | 3 brick huts                     | 41    | Flare path  |
| 10-14 | Brick huts                       | 42    | 2 IL 2  |
| 15    | Administration building          | 43    | 8 IL 28   |
| 16    | Brick hut                        | 44    | 1 PO 2  |
| 17    | Transformer house                | 45    | Crash tender and ambulance                                |
| 18-19 | Brick huts.                      | 46    | 1 W/T tender with whip aerial                             |
| 20    | Garage                           | 47    | 1 W/T tender without whip aerial                          |
| 21    | 4 brick huts                     | 48    | Red landing T.  |
| 22    | Guard room                       | 49    | OR with red flag.   |
| 23    | Provisions stores                | 50    | Aerial array  |
| 24    | Coal sheds                       | 51    | Tender with aerial array                                  |
| 25    | 2 small brick huts               | 52    | Wooden masts with two red lights                          |
| 26    | Transformer house                | 53    | Approx 10 lorries   |
| 27-28 | Brick buildings                  | 54    | 2 lorries   |
| 29    | Met. office                      | 55    | Wooden fencing  |
| 30-31 | 5 wooden sheds                   | 56    | Wire fencing  |
| 32    | New constructional site          | 57    | Gun zeroing butts   |
| 33    | AA bunkers                       | 58    | 8 x 8.5 centimetre AA guns.                               |
| 34    | Wired in compounds               |       |   |

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Appendix "A"

