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S-E-C-R-E-T

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COUNTRY East Germany

REPORT

SUBJECT Gross Doelln Airfield

DATE DISTR. 10 January 1957

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REFERENCES

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

report on Gross Doelln 25X1  
airfield which gives information under the following headings: (1) Aircraft Count, (2) Aircraft Details, (3) Flying Activity, (4) Movements, (5) Radio and Radar, (6) Aircraft Construction, (7) Overdue Radar Equipment, and (8) No. 1 Storage Installation. A sketch which shows the details of newly erected aerial arrays is also included.

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STATE	ARMY	X	NAVY	X	AIR	X	FBI	AEC						
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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EAST GERMANY

AIR/MILITARY

GROSS DOELLN Airfield Order of Battle

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APPENDIX

Attached at Appendix "A" is a series of rough sketches showing details of newly erected aerial arrays observed on GROSS DOELLN airfield.

1. AIRCRAFT COUNT

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- 33 Frescos, including 21 Fresco D's.
- 7 Farmers
- 2 Cabs
- 1 Flashlight.

2. AIRCRAFT DETAILS

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- (i) Flashlight
- (ii) Fresco D's
- (iii) Remaining Frescos,
- (iv) Farmers
- (v) Cabs

b) Aircraft finish:

- (i) Farmers - bright silver grey.
- (ii) Frescos - dull silver grey.
- (iii) Flashlight - Overall matt medium grey.
- (iv) Cabs - matt olive green.

c) Fittings:

(i) Frescos - All Frescos observed on the airfield and airborne were fitted with underslung auxiliary wing tanks, fitted with vanes at the rear.

(ii) All positively identified Fresco D's observed airborne and on the dispersal area were fitted with SCAN ODD radars. At least 4 of the Fresco D's were fitted with a ventral shallow type radome. It was impossible to ascertain in the dispersal area whether the other aircraft were fitted with this equipment.

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(iii) Farmers - All Farmers were fitted with large underslung cigar-shaped drop tanks with vanes at the rear.

(iv) Flashlight - This aircraft remained parked in the midst of a bunch of Frescos, and it was only possible to obtain a limited sight of the aircraft. The bulbous nose appeared to be "solid" and was all one piece, and not broken up into a series of windows. A second

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aircraft was observed on the airfield on two occasions, this being of a similar type, [REDACTED]

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Only two conspicuous cannons were to be seen, both being located under the belly of the aircraft. The guns were of equal calibre and are estimated to be of approx. 35 - 40 mm. diameter (by comparison with the large cannon fitted under the nose of the nearby (Frescos).

d) Dispersal:

(i) On the day of observation, all aircraft were parked around the SOUTH EASTERN corner of the airfield [REDACTED]

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(ii) No aircraft were parked on either of the readiness platforms adjoining the take-off ends of the runway.

(iii) On the day of observation, the entire aircraft dispersal area still appeared to be in a state of readiness. The [REDACTED] cluster of accommodation caravans and workshops vehicles remained in situ and the aircraft were uncovered, although no aircrew were to be seen in the cockpits.

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3. FLYING ACTIVITY

No unusual flying activity has been observed [REDACTED]

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On two consecutive days, 4 LI 2's were observed to land at the airfield and discharge small parties of personnel, later identified as being Russian ORs wearing black/red sbds. These personnel proceeded to the main AA site adjoining the SOUTH EAST corner of the airfield.

4. MOVEMENTS

No significant movements have been observed. All accommodation blocks and married quarters on the airfield appear to be fully occupied, and there were no signs of packing, or assembling of equipment near the airfield rail head to indicate any pending movements.

5. RADIO AND RADAR

(i) Order of Battle:

[REDACTED] the following radio and radar equipments were in situ: [REDACTED]

- a) The TOKEN [REDACTED]
- b) A CROSSFORK and a FISHNET [REDACTED]
- c) A KNIFEREST and FISHNET, together with 2 radio vans [REDACTED]
- d) A FISHNET, a CROSSFORK and a WHIFF type radar [REDACTED] in the immediate vicinity of the heavy AA site [REDACTED]
- e) The inner and outer marker beacons located in the EASTERN approach funnel remained unchanged and the inner marker beacon was occupied by Russian personnel.
- f) No activity was observed on the multi-radar site located in Jagens [REDACTED] where permanent signals installations have been set up.

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(ii) New reflector type shields [redacted]

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900 metres WEST of the EASTERN end of the main EAST/WEST runway and approximately 10 metres from its NORTHERN edge, a new metal shield has been set up surmounting a 2 metre high mast. This shield is triangular in shape with [redacted] its pointed side facing EAST (see sketch (a) of Appendix "A"). The raised surface has 3 distinct portions, the outer and inner bands being black finished, whilst the strip contained between them was a bright silver colour. An identical shield is located [redacted] in a corresponding position 10 metres SOUTH of the SOUTHERN parallel taxiway. There are no visible cable connections leading up to either of these reflectors.

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(iii) Spherical mesh array surmounting Building 24:

A wire mesh spheroid, having a diameter of approximately  $\frac{1}{2}$  metre has been set up on a short mast on the roof of Building 24, located in Jagen 122 (see sketch (b) of Appendix "A").

6. AIRFIELD CONSTRUCTIONa) Concrete apron in Jagen 196

No developments whatsoever have taken place on the previously reported hollow "hangar" type building adjoining the SOUTHERN side of the concrete apron in Jagen 196.

A recent inspection of this area confirmed the facts that it is of an unusually heavy construction, having shallow walls approximately 60 - 70 cm. in height made of reinforced concrete approx. 50 cm. in thickness. There were no signs of any gaps being left in the wall for the subsequent insertion of metal frames, and the general finish of the walls would tend to indicate that they are complete, and not intended for further development.

The open side (NORTHERN) which immediately adjoins the concrete apron has a width of approx. 20 metres (judged by counting number of concrete squares on the apron). There is a short wall approx. 3 - 4 metres in length, adjoining this gap, and then the side walls proceed SOUTHwards for a distance of approx. 15 - 18 metres.

The [redacted] floor contained within the walls is covered with a layer of sand of unknown thickness, so that no under concrete base is visible. No holes could be ascertained in the floor, and during its initial construction no deep excavation was noted which would indicate the presence of any type of basement. The lower wall of this building is located approx. 10 metres NORTH of the main airfield rail spur.

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b) MT [redacted]

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A provisional MT [redacted] has been set up [redacted] adjoining the EASTERN side of the new concrete road which is contained between Jagens 159 and 160. This roadway has a width of approx.  $5\frac{1}{2}$  metres and links the air traffic control tower to the concrete roadway connecting the main domestic site to the underground generator station (Building VIII [redacted])

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This [redacted] comprises 2 provisional [redacted] pumps fed from a series of large metal drums each approx. 1 metre in length with a diameter of approx. 40 - 50 cm. The only permanent buildings on the site consist of a brick shed and a nearby concrete apron, and the entire site is enclosed by a low barbed wire fence.

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7. MISCELLANEOUS

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b) No. 1 Storage Installation located in Jagens 115 and 116 remains

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empty, and was only lightly guarded. No vehicles or trains have been observed using this depot.

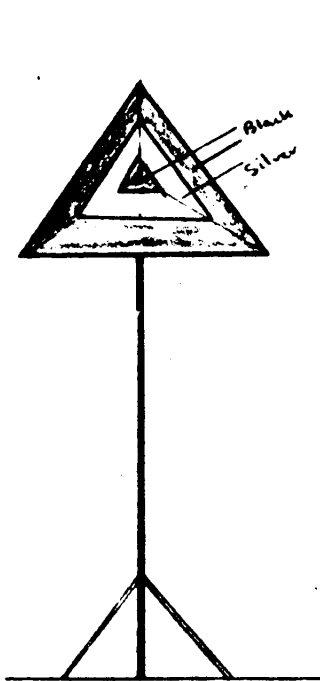
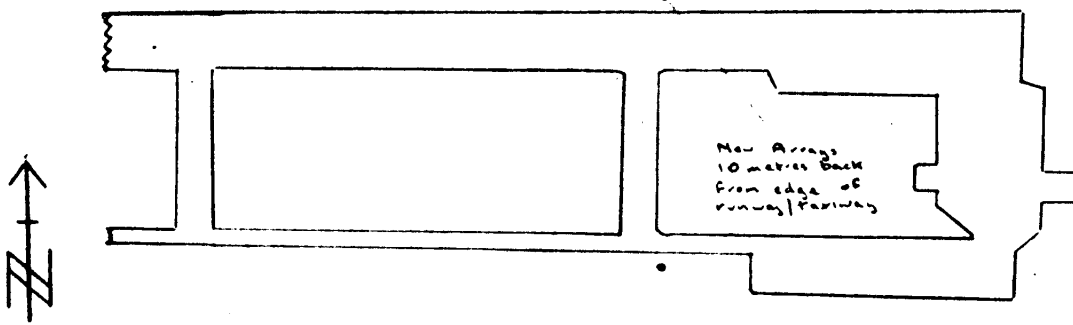
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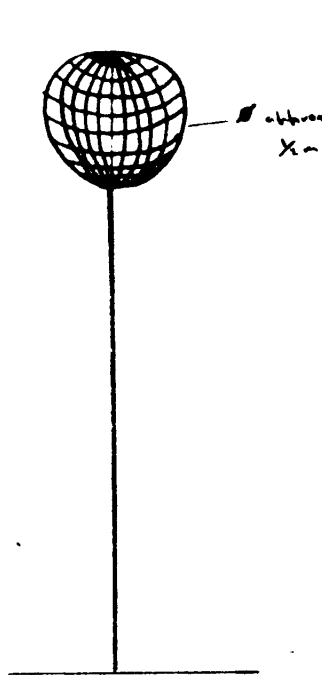
APPENDIX "A"

Multi Radar  
Site Targets  
216 - 217



(a)

Metal Shields  
adjoining runway  
and taxiway at



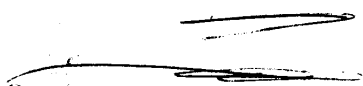
(b)

Wire Spheroid  
set up on roof  
of Building 24.



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GROSS DOELM AIRFIELD



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