

I. Miscellaneous Information on Polish Airfields

Ustka

More than 30 Soviet aircraft are at present at the Ustka field.
There is also one Polish Dakota there.

Szozecin-Dab

The following work projects have been undertaken at the Szozecin-Dab field:

- repair and equipping of hangars
- construction of a runway.

An engineer from Warsaw is to direct the projects.

Brzeg

1. General location: The center of the Brzeg airfield is 4 kilometers southwest of the center of the town of Brzeg. The field is on the eastern [sic] side of the road between Brzeg and Grodkow, within the quadrilateral formed by ~~this road~~ this road (on the east), the third-class road between the villages of Malujowice and Pepice (on the south and southeast), the Brzeg - Strzelin railroad (on the west), and the third-class road ~~linking~~ linking ~~Malujowice and Skarbimierz~~ Malujowice and Skarbimierz ~~with~~ with the state highway between Brzeg and Grodkow (on the north). It is set in between the villages of Malujowice, 1000 meters to the west, Skarbimierz, on its northern edge, and Pepice, 800 meters to the south. (See German Army Map, 1/300,000, Edition No. 2, 1941, Sheet P. 51 - Oppeln).

2. Boundaries of the field:

Northern boundary: road linking Malujowice with Skarbimierz and farther to the north the the Brzeg - Strzelin railroad, which joins the Wroclaw - Brzeg line.

Eastern boundary: Brzeg - Grodkow road.

Southeastern boundary: Village of Pepice.

Southern and western boundary: third-class (dirt) road linking Malujowice and Pepice (see sketch).

SECRET

SECRET

3. Obstacles

a. Distant obstacles

1. To the north, ~~about~~ 400 meters from the field, there is a high-tension line (height, 10 meters) running from Olawa (see sketch).
2. To the northeast, a park at the ^{southern} edge of Brzeg, which starts at the Wroclaw - Brzeg railroad and runs to about 450 meters from the field (trees 7 meters tall).
3. To the east, at 1500 meters, houses in the village of Zlobisna and a row of trees (height six meters) at about 1000 meters.
4. To the south, a row of trees ~~about~~ 100 meters away (height 6 meters) (see sketch).
5. To the southeast, houses in the village of Pepice (height 10 to 15 meters).
6. To the southwest, a few scattered trees (height 7 to 8 meters), 300 meters from the field.
7. To the northwest, houses in the village of Malujowice, located 1000 meters away (height 10 to 15 meters).

b. Nearby obstacles

1. To the north: a row of hangars and destroyed buildings, as well as a row of trees camouflaging them (height of buildings and hangars 10 to 15 meters; height of trees 12 meters).
2. To the east: firing range (see sketch) the two ends of which, on the northeast and southwest, are bordered by two buildings (height 8 meters). A former camp, now demolished, only walls and chimneys remaining, plus a few trees (height of chimneys 6 to 7 meters; height of trees 5 to 8 meters) (see sketch).
3. To the southeast: earthen shelters for aircraft (height 2.5 ~~meters~~) and small hillocks, near the road leading to the field (height 2.5 to 3 meters) (see sketch).
4. To the south: several earthen shelters for aircraft (height 2.5 meters) and skeletons of destroyed aircraft (see sketch).

SECRET

SECRET

5. To the west: clear.
4. Dimensions of the field: 1500 meters east-west, 1000 meters north-south.
5. Nature of field and runways
- a. Field has an argillaceous base covered with a fine layer of gravel. A drainage installation, visible at the south of the field, makes it serviceable the year round.
- b. 1. One main take-off runway, concrete, running east-west, 700 meters in length and 50 meters in width, starting from the western ~~edge~~ end of the field (see sketch).
2. One semi-circular ~~runway~~^{drive,} concrete, ~~runway~~ running from the Brzeg - Pepice road to the hangars (see sketch).
3. One small concrete runway linking the hangars with the main landing runway, oriented north-south (see sketch).
4. A concrete road resembling a runway, linking the airfield with the Wroclaw - Katowice highway (11 kilometers distant). This road joins the semi-circular drive on a level with the village of Pepice (see sketch).

There are several patches of brush on the field (see sketch) consisting of willow shrubs (height 1.5 meters).

6. General direction of winds: west - east (from the west)
7. Buildings:
- a. Hangars (see sketch; hangars are indicated by H, workshops by A, barracks by B.) All are located at the northern end of the field.

H1 is destroyed, only walls remaining (height 8 meters)

H2 is in good condition, height 15 meters, ~~width~~ 50 meters, length 30 meters

H3	"	"	"	"	10	"	"	10 ¹⁰	"	"	25	"
H4	"	"	"	"	8	"	"	20	"	"	15	"
H5	"	"	"	"	"	"	"	"	"	"	"	"
H6	"	"	"	"	"	"	"	"	"	"	"	"
H7	"	"	"	"	"	"	"	"	"	"	"	"
H8	"	"	"	"	12	"	"	20	"	"	15	"
H9	"	"	"	"	8	"	"	20	"	"	15	"

SECRET

SECRET

b. Workshops.

Repair workshop and warehouse for parts. Dimensions: height 6 meters, width 10 meters, length 70 meters.

c. Barracks and buildings

B1 - group of partly destroyed barracks, some walls still in good condition

B2 - three houses, partly demolished, height 20 meters, width 20 meters,

length 60 meters

destroyed

B3 - two buildings and several inhabited barracks.

8. Radio-geometric and meteorological installations

a. Meteorological station near hangar H8 (see sketch)

in

b. Radio truck is stationed at the southeastern part of the field near the Brzeg - Grodkow road, not far from the former German camp, which has been destroyed.

9. Night beacons

Installed at the eastern end of the concrete landing runway, consisting of about 10 lights (see sketch).

10. Roads leading to the airfield

a. From the north: third-class road leading from the main Brzeg - Grodkow road and linking Skarbimierz with the field and with the village of Malujowice. Entrance E1 on a level with buildings B3 and the main entrance E1 opposite hangar H8 correspond to this road, which is in good condition.

b. From the east: a dirt road in good condition which connects the hangars and the Brzeg - Grodkow road (see sketch). This road, which has neither shoulders nor ditches, crosses the field from northwest to southeast.

c. From the southeast:- a concrete driveway running from the highway and joining the concrete semi-circular driveway near the village of Pepice.

d. From the south: a dirt road crosses the field and ends at the semicircular driveway.

SECRET

SECRET

11. Unloading ramp

To the northwest a single rail line, about 800 meters long, branches off from the main line between Brzeg and Strzelin and runs to Hangars H2 and H3, where there is a ramp (see sketch).

12. Possibility of expansion to the east

East of the Brzeg - Grodkow road, between the villages of Pepice in the south and the destroyed former camp in the north, the Germans ^{was to} intended to make a landing runway which ~~would~~ be joined to the large concrete runway already existing. Drainage ditches had already been dug in the construction area. This runway was to have been extended to a small wood located about 1800 meters southeast of the field.

In this ^{eastern} incompletd/section there are earthen shelters for aircraft.

The project was abandoned in 1945.

13. Utilization and present occupation of the base

The Brzeg air base is at present utilized by the Soviet air corps.

a. Materiel: On 2 February 1949 there were 60 YAK 3 fighters, 60 ^{trainer} YAK 9 fighters, about 20 PE 2 (?) light bombers, and 10/biplanes stationed at the field.

b. Men

1. At the base: the garrison consists of only 50 officers and about ~~250~~ 250 men, because of the destruction of the buildings.

2. In the town of Brzeg: three kilometers away, in the block of barracks comprising 18 buildings, located on Zyromskiego Street, there are 400 to 4500 men and 200 officers belonging to the air force.

Opposite the barracks there is an important air command post in a large residence (see report 241.727).

About fifty ^{air} officers are quartered in individual billets elsewhere in the town.

SECRET

SECRET

Modlin

On 14 February 1949 there were 42 YAK9's at this field, seven of which were completely new, had never been used. They belong to the First Polish Fighter Regiment.

The field has no hangars.

Opole - Polska Nowawies

The Opole - Polska Nowawies airfield is located 11 kilometers southwest of the center of the town of Opole, within a quadrilateral formed by:

1. By the Opole - Komprachcice - Polska Nowawies-Wawelno road on the northeast.
2. The Wawelno - Niemodlin road on the north.
3. The Wroclaw - Kutowice highway (under construction) on the southwest.
4. The Opole - Nysa railroad line on the south and southeast.

It is in a forest clearing immediately to the southwest of the village of Polska Nowawies. The clearing is crossed by a dirt road linking Polska Nowawies with the highway. The center of the field is 1200 meters south southwest of the village of Nowawies (see German Army Map, Issue No. 2, 1941, Sheet 51, 1/300,000 - Oppeln).

Boundaries

The field is bounded on the north by the houses and gardens of the town of Nowawies and by the Nowawies - Wawelno road; on the south by a pine forest (Forst Tillowitz), through which runs the Opole - Nysa railroad; on the east by the forest and a dirt road running south from Nowawies; on the west by the forest and a small road linking Nowawies with the highway. This road, which has no shoulders or ditches, runs across the field.

Obstacles

A. Distant obstacles

The region around Opole is level and open except in the area to the south of the field, which is wooded and slightly rolling; but these hills are of negligible height so far as flying is concerned.

SECRET

SECRET**B. Nearby obstacles**

1. To the north there are gardens (fruit trees) and houses in the village of Nowawies (Height five to six meters).
2. To the south there is the pine forest, at the edge of which the hangars and buildings are located (height 15 to 18 meters).
3. To the east is the pine forest with three small clearings (height eight meters).
4. To the southwest and west is the pine forest (height eight meters), then open terrain as far as the Nowawies - Wawelno road.

Dimensions

The field extends 1000 meters north-south and 3000 meters east-west.

Nature of Field and Runway

impermeable,
The field has an/argillaceous base, covered with a fairly thick layer of coarse gravel. A drainage installation makes it serviceable the year round for fighters and combat aircraft.

Direction of Prevailing Wind

West - east (winds come from the west or sometimes southwest).

Buildings

1. Three large hangars in perfect condition at the southern end of the field (see sketch, H1, H2, H3).
2. Behind these hangars there are 10 ~~xxx~~ wooden camp barracks able to house 1000 men (see sketch, BG 1 to BG 10).
3. At the southeastern and southwestern corners of the field there are two two-story brick buildings (see sketch, B1 and B2). Building B1 is used as a workshop, building B 2 as an officers' billet and mess.
4. At the southern edge, by the forest, there are two warehouses (see sketch, BM 1 and BM 2).

Radio, goniometric, and meteorological stations

There is a former meteorological station to the south, between hangars H2 and H3 (see sketch).

Night Beacons

None.

SECRET

SECRET**Roads Leading to the Field**

1. To the north, the Opole - Nowawies - Niemodlin road, in good condition. A dirt road, in very good condition, which runs at right angles to this road on a level with the church in Nowawies, leads to the base. (See sketch).

2. To the west, a small road in good condition crosses the field ^{connects} from north to south and ~~joins~~ the Opole - Niemodlin road with the highway. (See sketch). It could be used for access to the field.

Unloading Ramp

In the freight terminal in Komprachcice, about three kilometers east of the field.

Utilization of the Field

During the war the Opole - Nowawies airfield was a fighter base.

Since the German capitulation the field is used only ~~for~~ by the Soviet air corps, not by the Polish air corps.

Reconditioning of the field (removal of vegetation) could be effected very quickly; the hangars and barracks are serviceable.

Dobropole
~~Komprachcice~~ Airfield

Sketch:

Dobropole, 1700 meters

Hangars

Field

1500 meters

Radio station

Tanks, about
20 tons capacityForest
700 meters
away1000
meters

Runway

Field

SECRET

SECRET**Dobropole Airfield****Details Concerning the Field****General location: 25 kilometers northeast of Stargard.****Coordinates: 15° 20' east, 53° 31' north.****Point to which coordinates refer: Hangars.****Cartographic reference: US Army, 1/250,000, Sheet O 54.****Occupation of Field: Eight JU 52's, six twin-engine bombers, 12 fighters (all Soviet).****Kluczewo or Stargard Airfield****Sketch:****Radio Hangars
station****950
meters****Field****Hangar****Barracks****Radio
station****Fuel dump****Kluczewo
station****Connects with
Stargard - Pyrzyce
road 800 meters
distant****Pyrzyce****Coordinates: 14° 59' east, 53° 18' north.****Point to which coordinates refer: center of the runway.****Cartographic reference: US Army, 1/250,000, Sheet O 54.
Soviet.****Occupation of field: 19 twin-engine/bombers.****SECRET**

SECRET

Gdansk - Brzeggos

The hangar which was under construction at this field has been completed.

Bydgoszcz

Situation unchanged so far as occupation is concerned (Polish fighter unit). Repairs to the hangars have been completed. There are now two hangars in perfect condition, not including workshops.

Torun

The field, located to the northwest of the town (53° 1' north, 18° 33' east), is occupied by 24 Soviet aircraft (single-engine, ~~xxx~~ twin-rudder).

This field has an excellent concrete runway about 1000 meters in length, ^Tshaped ~~like an S~~ and running approximately northwest - southeast. South of the runway, near the hangars, there is an S-shaped concrete parking area. The hangars appear to be destroyed. About two kilometers southeast of the field there is a small hangar for dirigibles served by a branch rail line.

II. Air Garrison at Brzeg

Since summer of 1948 the air garrison at Brzeg has received considerable reinforcements, and following their arrival new aircraft have arrived at the air base. The presence of an air command post in the town and the number of fighters and light bombers at the field (about 120 YAK 3 and YAK 9 fighters and about 20 light bombers) leads one to suppose that the air unit stationed at Brzeg corresponds at least to a fighter division.

1. In the large block of barracks on Zeromskiego Street (18 three-story buildings 80 by 20 meters) are housed 4000 to 4500 men and 200 officers belonging to the air forces. These barracks bear the inscription "76 \diamond ". There are a number of trucks in the court of these barracks; some of the license numbers were noted, as follows:

0 5 29 98, 0 5 41 92, 0 5 41 94, 0 5 41 96.

SECRET

SECRET

2. On Oberski Street, which borders this block of barracks on the west, across the street and almost directly opposite the barracks, there is a large residence used as an air command post. There are a number of higher-ranking air officers, including the commander of the air base, a colonel.

50X1-HUM

3. Another residence just to the south of the ^{one} previously mentioned one is occupied by offices of the air command post. Several higher-ranking air officers are also quartered there.

4. At the southern edge of the town, near the Brzeg-Grodnow road, there is an air forces radio station. There is an antenna tower seven meters high on top of the building. In front of the building there is a radio trailer.

Near this radio station, on the same side of the same street, there is an air forces garage with a small repair workshop.

Altogether, in the two buildings, there are about ten officers and thirty men.

5. There are a few air personnel, about 100 officers and men, in the block of barracks on Wolnosci Street, which ~~is~~ is occupied by the artillery.

6. A few air officers, ~~approximately~~ about thirty, are quartered with their families ~~x~~ in two buildings on Robotniska Street, across from the artillery command post.

Conclusions: Of the 10,000 men and 1000 to 1200 officers in the Brzeg garrison, 4500 men and more than four hundred officers belong to the air forces.

III. Activity of the Air Line

With the intention of informing the large working masses concerning all the aspects of aviation in peacetime service, the Air Line is organizing throughout Poland 200 courses dealing solely with aviation.

These theoretical courses will cover the following subjects:

SECRET

SECRET

History of aviation, aviation throughout the world, Polish aviation, aircraft engines, model aircraft, glider flying, parachuting, flight safety, etc. Young people, workers in institutions, public service and factories, and members of the League will take the courses.

^{The} A first course of this sort started a few days ago in Warsaw. The others, organized throughout Poland, will be under way before the first ^{this} of March of ~~next~~ year and will last until the end of May. In the districts of Wroclaw and Rzeszow 36 and 18 courses, respectively, have been organized; these are the areas where the Air Line is concentrating the greatest amount of activity.

IV. Organization of the Polish Naval Air Force

The Polish Naval Air Force in process of formation can for the moment not be ^{regarded} ~~considered~~ as anything more than an experiment. It is still in a stage of groping, with respect to both personnel and material.

Whatever the final organization of this branch may be, it is at present completely under the direct supervision of Admiral Steyer (Chief of Staff of the Navy).

It will probably be used purely and simply for the defense of the coast.

SECRET