

50X1

~~SECRET~~

SECURITY INFORMATION

REPORT NO.

COUNTRY Czechoslovakia

DATE DISTR. *31 Jul 83*

SUBJECT Brno-Slatina Airfield

NO. OF PAGES 3

50X1

PLACE
ACQUIREDNO. OF ENCLS. 6
(LISTED BELOW)DATE
ACQUIREDSUPPLEMENT TO
REPORT NO.

DATE OF

THIS IS UNEVALUATED INFORMATION

SOURCE

50X1

1. Brno-Slatina Airfield 4911N-1640E7 was located four kilometers east of the center of Brno, two kilometers east of the Svitava River, and adjacent to the Brno-Slavkov 4909N-1652E7 Highway. The Brno-Slatina railroad passed through the northeast section of the airfield Enclosures A and B7.
2. This airfield was operated jointly by the military and Czechoslovak Airlines (Ceskoslovenske Aerolinie -- CSA). Chief of the approximately 20 CSA employees was (fnu) BELOHLAVEK. I could not ascertain the number of personnel used for military housekeeping.
3. The airfield's shape was pentagonal Enclosure B7; the surface, which was fairly level, was generally covered with grass and was 245 m. above sea level. I could notice no construction or improvements in progress.
4. The major flying obstruction for use of this field was Slatina village, 700 m. to the southeast, although 700 m. east was the chimney of a factory (I do not know the name) which rose 15 m. There were also 20 m. high rolling hills (Svedcke Valy) approximately 300 m. south, and a 100 m. high hill 1 km. north of the airfield, (red obstruction lights were on the airfield and caserne buildings). Another flying hazard was the softness of the field's surface after heavy rains, snow, or spring thaws. When these

~~SECRET~~

SECURITY INFORMATION

SECRET/SECURITY INFORMATION

-2-

occurred, no aircraft could safely land and it took about four days before the field became usable. A red flare was used to signal when aircraft were not permitted to land (a white flare: return to home base; a green flare: landing permitted).

5. There were also several flight training schools located at this airfield. I presume that there was one regiment training in 30 Messerschmitt CS-109's for fighter aircraft operation, and another regiment training in attack operation in approximately 30 IL-10's, since I noticed that many aircraft on the field from August 1951 until March 1953. These two types of aircraft were used for operational training, and the usual number assigned to a regiment was 30. I have no information other than this on these two regiments.
6. The Military Technical Academy (Vojenska Technicka Akademie -- VTA) was also located at this field. I heard from an acquaintance, who was a student with the VTA, that the VTA program trained NCO's and officers (who had been appointed from Air Force regiments) on the technical operation of aircraft. I heard that the length of this course was three - four years and that the graduates became aviation engineers and specialists. My friend also told me that the caserne for VTA students was in the city of Brno. I saw about 30 VTA students working on aircraft motors near a hangar Point No. 9, Enclosure A. VTA students wore the blue CSR uniform Enclosure F. I saw the following airplanes used by VTA trainees: one IL-2, one Arado, one Bucker C-106, one Bucker C-104, one IL-10, one Trener C-105, one YAK, one MIG-15, one Messerschmitt CS-109, one LA-5, and one Messerschmitt CS-262.
7. A Doslet flying club also used the airfield. It utilized 10 planes, comprising the following types: Fairchild, Sokol, Piper, Aero-45, and Trener C-105. I also noticed several Fischer Storch, one Piper, and one Bucker aircraft on the field, but I do not know what the military used them for.
8. Approximately four - five CSA guards, in black uniforms, patrolled the area around CSA buildings Enclosure B, Points No. 5 and 25. These guards were armed with either nine millimeter pistols or nine millimeter submachine guns of a type unknown to me. They searched passengers for firearms before allowing them aboard CSA planes. Passengers were restricted to the immediate vicinity of CSA buildings, being delivered directly to the CSA offices Enclosure B, Point No. 25. Passes were not required of CSA personnel or passengers to enter the airfield.
9. Day and night Air Force guards, armed with the same type of nine millimeter submachine gun, patrolled the areas surrounding military aircraft and the DF building Enclosure B, Point No. 4. Although there was no fence around the perimeter of the airfield (except around the caserne Enclosure B, Point No. 14), Air Force guards were posted at the airfield's entrance Enclosure B, Point No. 11. The airfield and caserne were restricted for civilians, even though no passes were required.
10. CSA used electric pumps, mounted on 200 l. barrels, to fuel aircraft. Fueling was done on request of CSA aircraft pilots. The military planes were fueled by means of trucks (I do not know of what make).

Editor's Note: see also [redacted] "Brno-Turany Airfield".

ENCLOSURES:

- A. Pinpoint Location of Brno Airfield and Air Force Military Caserne Overlay of US Target Complex Mosaic-Series 25, 0232-9954-25M (Tab No. A310) Scale 1:25,000, Brno

SECRET

SECRET/SECURITY INFORMATION



-3-

- B. Memory Sketch of Brno Airfield and Caserne
- C. Memory Sketch of Lorenz Unit and DF Loop Antenna
- D. Memory Sketch of Military Control Tower
- E. Memory Sketch of Mobile Radar Unit
- F. Memory Sketch of Shoulder Board worn by VTA Members

SECRET