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REPORT

50X1

COUNTRY Poland

50X1

DATE DISTR. 10 Dec. 1953

SUBJECT Poznan/Krzesiny Airfield

50X1

NO. OF PAGES 8

DATE OF INFORMATION

REFERENCES:

PLACE ACQUIRED

THIS IS UNEVALUATED INFORM<sup>50X1</sup>N

1. IDENTIFICATION DATA:

Refer to Encl. #1, Overlay of GSGS 4416, Sheet N-11, Pinpointing POZNAN/KRZESINY Airfield and Points of Interest.

1. RR TRACKS: Double track, standard gauge, leading nine kilometers North to POZNAN and twenty kilometers South to KORNIK  $\angle$  N 52-15, E 17-067.
2. POZNAN/KRZESINY AIRFIELD.

2. SITE LAYOUT:

Reference is made to Encl. #2, Sketch of POZNAN/KRZESINY Airfield.

1. RR TRACKS: See Encl. #1, Pt. 1.
2. SWIATNICZKI VILLAGE:
3. WAREHOUSE: brick, 15 x 7 x 6 meters with tar paper covered flat roof. Warehouse belonged to airfield, it was entirely full and contained building construction materials.

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4. WAREHOUSE: Same construction and dimensions as Pt. 3. Warehouse belongs to airfield, it was entirely full and contained RR tracks, RR ties, cement, sand and small hopper cars.
5. FARM HOUSE:
6. FARM HOUSE:
7. FARM HOUSE:
8. FARM HOUSE:
9. FARM HOUSE: Pt. 5 to 9 inclusive were State owned farm houses; in the latter part of 1952, the directors of these farm houses received notices from POZNAN/KRZESINY Airfield through Air Force Headquarters in Warsaw that their farm houses and farm lands would have to be vacated in the near future for the purpose of enlarging the airfield. In March 1953 these farm houses and farm lands were not vacated as yet because the state did not provide them with new farms; however, construction had already reached some of their farm areas.
10. SIGNAL AND RAIL SWITCHING SHACK: Two-story, brick, seven by four meters, with red tile covered gable type roof.
11. KRZESINY RR STATION: Brick, ten by six by five meters, with tar paper covered gable type roof.
12. SIGNAL AND RAIL SWITCHING SHACK: Same as Pt. 10.
13. RR TRACKS: Four tracks, standard gauge; 1½ kilometers between signal and rail switching shacks between Pts. 10 and 12.
14. RR TRACK: Same as Pt. 1; leading North 5½ kilometers to POZNAN.
15. TAXI-STRIP: Asphalt, 30 meters wide; [redacted] the terminal points of this taxi-strip. 50X1
16. ROAD: Asphalt, 10 meters wide, in fair condition; road traveled around and through airfield to KRZESINY.
17. GLUSZYNA VILLAGE:
18. CLOSED ROAD: Cobble stone, five meters wide, in very poor condition. Road was to be torn out during enlargement of airfield.
19. PARKING AREA: Concrete. 250 meters long, 10 meters wide. During the day [redacted] winged single engine bi-planes (type unknown). 50X1
20. ROAD: Concrete, five meters wide, [redacted] excavation in progress around road. 50X1
21. WHEEL: Iron, five meters in diameter; a seven-kilowatt electric motor was in ground under wheel. It was set up by the Germans during World War II [redacted] note: believed to be a Compass Swing./ 50X1
22. ROAD: Concrete, five meters wide, twenty meters long between wheel, Pt. 21, and runway, Pt. 23.
23. RUNWAY: Concrete, with night lighting facilities. Construction of lengthening and widening runway was completed in June 1952.

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24. WAREHOUSE: Wood, 30 by 7 by 7 meters, with tar paper covered gable type roof. Warehouse contained building construction materials. Warehouse was 40 meters from runway, Pt. 23.
- 50X1 25. BUILDINGS: Two two-story, red brick, 15 by 4 meters, with concrete flat type roof. [redacted] skull and cross bones painted on building and marked danger.
- 50X1 26. BUILDING: Wood, six by four by five meters, with tar paper covered flat type roof. This building was used as a first aid station and dental clinic.
27. WAREHOUSE: Brick and wood, 30 by 8 by 6 meters with tar paper covered shed type roof. Warehouse was constructed in latter part of 1950; contents unknown.
28. BUILDING: Same construction and dimensions as Pt. 27. Administrative offices were located in building.
29. BUILDING: Same construction and dimensions as Pt. 27. Administrative offices were located in building.
30. WAREHOUSE: Same construction and dimensions as Pt. 27. Contents unknown.
31. BUILDING: Same construction and dimensions as Pt. 27. Administrative offices were located in building.
32. BUILDING: Same construction and dimensions as Pt. 27. Administrative office located in building.
33. BUILDING FOUNDATION: Concrete, this was a new foundation; was projected to be of the same construction and dimensions as building Pt. 27.
34. GUARD SHACK: Wood, seven by four by five meters, with tar paper covered gable type roof. Military guard armed with a carbine was stationed in this shack.
35. BUILDING FOUNDATIONS: Four new foundations indicated on sketch but possibly more. They were constructed of concrete.
36. BUILDING FOUNDATIONS: Two new concrete foundations.
37. BUILDING: Two-story, brick, 15 by 5 meters, with tar paper covered gable type roof. This building was operated primarily for the civilian construction labor force. It contained food storage and cafeteria.
38. WAREHOUSE: Same construction and dimensions as Pt. 37. This warehouse contained electrical supplies for airfield construction and was filled to capacity.
39. WAREHOUSE: Same as Pt. 38.
40. BUILDING: Same construction and dimensions as Pt. 37. Building was empty.
- 50X1 41. HANGARS: Concrete, five indicated on sketch but possibly more. [redacted] hangars were exceptionally large but could offer no dimensions. Roof construction was glass covered, oval shaped. These hangars were formerly an FW-190 aircraft factory during the German occupation. They were badly damaged during World War II but are presently being repaired.

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42. BUILDINGS: Four, two-story, brick, ten by five meters, with tar paper covered shed type roof. These four buildings were used by the state construction firm. The two SW buildings contained office supplies. The two East buildings were administrative offices.
43. BUILDING FOUNDATIONS: Two new concrete foundations.
44. BUILDINGS AND BUILDING FOUNDATIONS: The two West buildings were completed in latter part of 1952; they were two-story brick, 15 by 6 meters with tar paper covered shed type roof. These buildings were empty. The two new concrete foundations on the East were projected for the same type buildings.
- 50X1 45. BUILDINGS AND FOUNDATIONS: Six buildings are indicated on the sketch but there may be as many as ten. [redacted] they were two-story brick. These buildings were used as dependent housing for officers and NCO's. The two new building foundations indicated on sketch (there were possibly more) were to be of the same type construction as the two-story brick buildings.
46. BUILDING: Two-story, red brick, with red tile covered gable type roof. This building was the airfield headquarters.
47. BUILDING: Same as Pt. 46.
48. BUILDING: Same as Pt. 46.
49. DIRT ROAD: Three meters wide, leading three kilometers South to SYPNIEWO.
50. BUILDINGS AND BUILDING FOUNDATIONS: Two, two-story brick, 20 by 8 meters, with tar paper covered gable type roofs. Buildings housed some of the airfield Labor Service Battalion. The two foundations were new concrete for the same type, four buildings were projected.
51. BUILDINGS AND BUILDING FOUNDATIONS: Three brick "U"-shaped buildings, the east and west wings were 40 by 10 by 8 meters, the South wing was 30 by 10 by 8 meters with tar paper covered gable type roofs. Construction of these buildings was completed in the Autumn of 1952. Buildings housed some of the airfield Labor Service Battalion. The two concrete foundations were built by the Germans during World War II occupation; they were under construction and were projected for the same type of "U"-shaped buildings.
52. WAREHOUSE: Brick, with concrete flat type roof. This was a food storage warehouse.
53. BUILDING: Brick, 30 by 15 by 10 meters, with tar paper covered hipped type roof. This building was used as officers' and NCO mess.
54. WATER TOWER: Brick, five meters high, ten meters in diameter.
55. BUILDING: Concrete, with concrete flat type roof. This was a water pumping station and worked in conjunction with water tower, Pt. 54.
56. TRANSFORMER STATION: Concrete, with concrete flat type roof. Source stated that high tension power lines led to this building from an unknown city. Underground cables led from this station to water pumping station, Pt. 55, and various other points on airfield. This was an oil power station and it was in operation.

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57. GUARD SHACK: Wood with tar paper covered flat type roof. One guard was observed at entrance.
58. WOODEN BARRACKS: Nine indicated on sketch but possibly as many as fifteen. These barracks were formerly a prison camp for Jews that worked as slave laborers on airfield during World War II. Barracks were under repair and the entire area was surrounded by a barbed wire fence.
59. TWO CONCRETE WATER BASINS: Water in basins was intended for use in extinguishing possible fires on airfield. Water basins were electrically operated.
60. BARRACKS: Wood, with tar paper covered flat type roof. Six barracks indicated on sketch but there were possibly more. These barracks housed some of the airfield Labor Service Battalion.
61. CENTRAL HEATING STATION: Two-story, brick, with red tile covered gable type roof. Station burned coal and coke and supplied steam heat to all buildings on airfield.
62. BUILDING FOUNDATIONS: Two new concrete foundations.
63. AIRFIELD'S RR STATION: Brick with red tile covered gable type roof. This railroad station was used by both airfield and underground aircraft factory in KONINKO. Aircraft parts coming from USSR came to this station via KRZESINY and then traveled on rail spur, Pt. 64, three kilometers South to underground aircraft assembly factory. Crated MIG-15 aircraft also came to this station from underground factory and then were assembled and flight tested on the airfield.
64. RAIL SPUR: Single track, standard gauge, leading three kilometers South to underground aircraft factory.
65. RAIL SPUR: Double track standard gauge, leading from airfield railroad station, Pt. 63, to KRZESINY railroad station, Pt. 11.
66. HANGAR: Reinforced concrete, with glass-covered, oval-shaped roof. Source could offer no dimensions; however he did state hangar was exceptionally large. Hangar was damaged in World War II and was rebuilt in latter part of 1949. In March of 1953, the final assembly of an unknown number of MIG-15 type aircraft. the hangar contained overhead traveling cranes, machinery and three, two-wing single-engine bi-planes.
67. BUILDING: Concrete with concrete flat type roof. This building was pilots' ready room.
68. APRON: Concrete; four MIG-15 aircraft on apron. These MIGs were new; there were aircraft of any type.
69. TAXI-STRIP: Concrete, 20 meters wide, length unknown. In March of 1953 taxi-strip was under construction.
70. CLOSED ROAD: Cobble stone, six meters wide; road was torn out for enlarging of airfield.
71. DIRT ROAD: Four meters wide, leading South two kilometers to KONINKO.

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- 50X1 73. CONSTRUCTION: This area was under construction at time of observation; [redacted] this area was going to be a fuel pumping station which was going to be connected to construction at Pt. 75, which was 1,000 meters away.
74. DITCH: Extended one kilometer from Pt. 73 to 75. Only 500 meters of ditch was uncovered at time of observation in March of 1953. There were iron pipes twenty meters long, 30 cm. in diameter noted next to ditch.
- 50X1 75. EXCAVATION: There were three holes being dug at this point; size of holes unknown; however, [redacted] they were exceptionally large and that digging was still in progress at time of observation in March 1953. These holes were to contain fuel storage tanks, [redacted] fuel storage tanks on airfield for these holes.
- 50X1 76. CONSTRUCTION: The symbol + indicated various locations of construction on sketch for runways, taxi-strips and other concrete constructions. There were more such areas [redacted] to indicate them on sketch because of the extensive construction on airfield.

3. AIRFIELD INFORMATION:

Name of airfield was POZNAN/KRZESINY, alternate name was KRZESINY. There was a dense forest 400 meters South of the airfield. Estimated dimensions of airfield were 4½ kilometers North to South and 2½ kilometers East to West. Entire airfield was undergoing construction and extension; an additional extension of the airfield could be made about 1½ kilometers to North Northwest. Airfield surface was flat and oblong in shape and it had artificial drainage. No obstructions were observed on it. Electricity was supplied by city of POZNAN. 1. The only landing aids observed were flares. Aircraft seen on it were four MIG-15's and three single engine, two-winged bi-planes (type unknown). Aircraft fuel storage was in 200-liter drums in hangar /Encl. 2, Pt. 667; refueling methods unknown. Airfield had no defense installation radar or air raid shelters. Estimated labor force at airfield was 2,500 civilian technicians and laborers, and 1,000 military personnel. Construction work on airfield was continuous, 24 hours a day, seven days a week. Completion of construction for entire airfield was scheduled for the latter part of 1953. The military on airfield were Polish. The Commanding Officer of the airfield was a Soviet Major (name unknown) who wore a Polish uniform. All building construction materials for airfield came from Poland. [redacted]

Annexes:

Sketch No. 1: Pinpoint Location of Poznan/Krzesiny Airfield

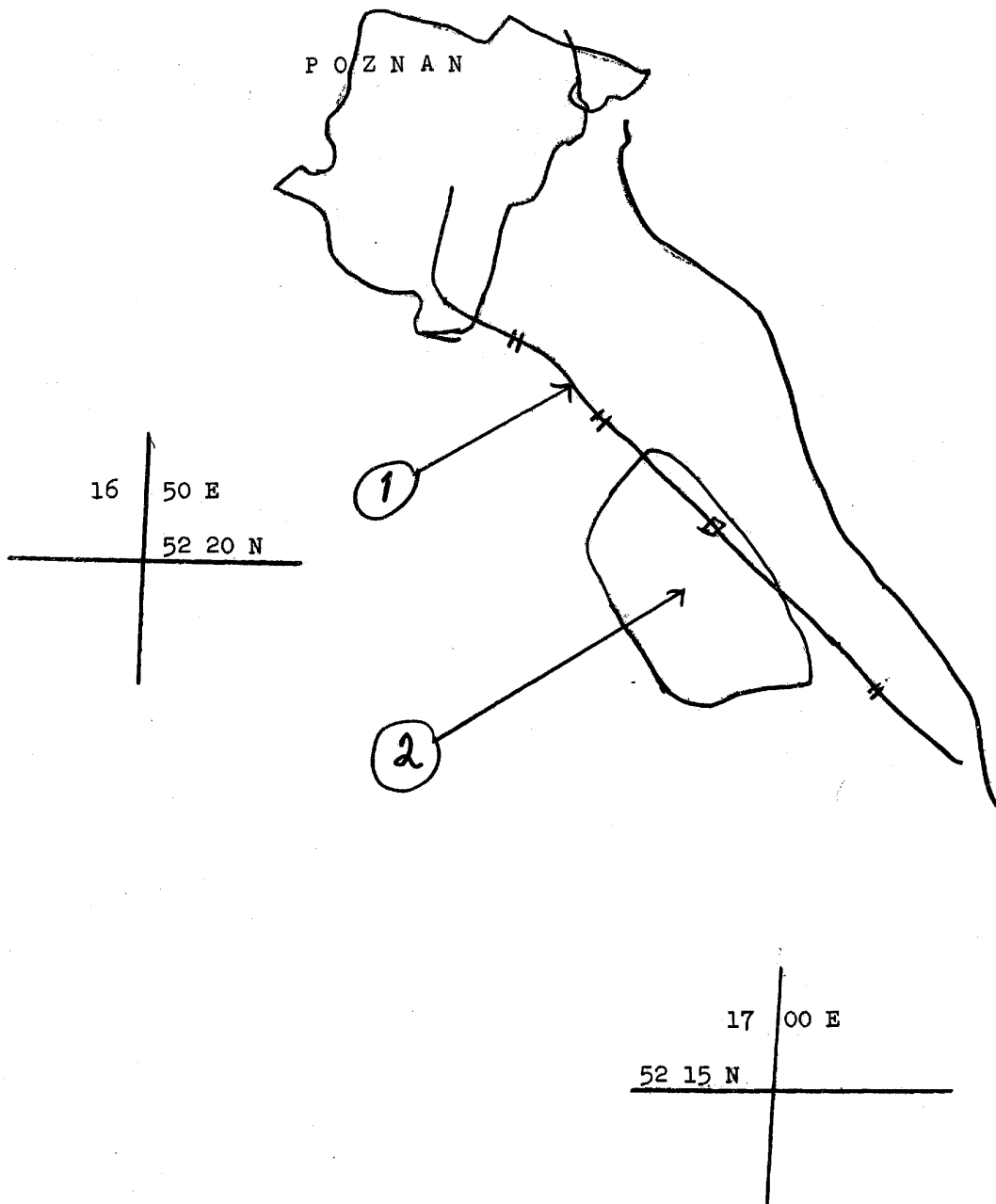
Sketch No. 2: Sketch of Poznan/Krzesiny Airfield

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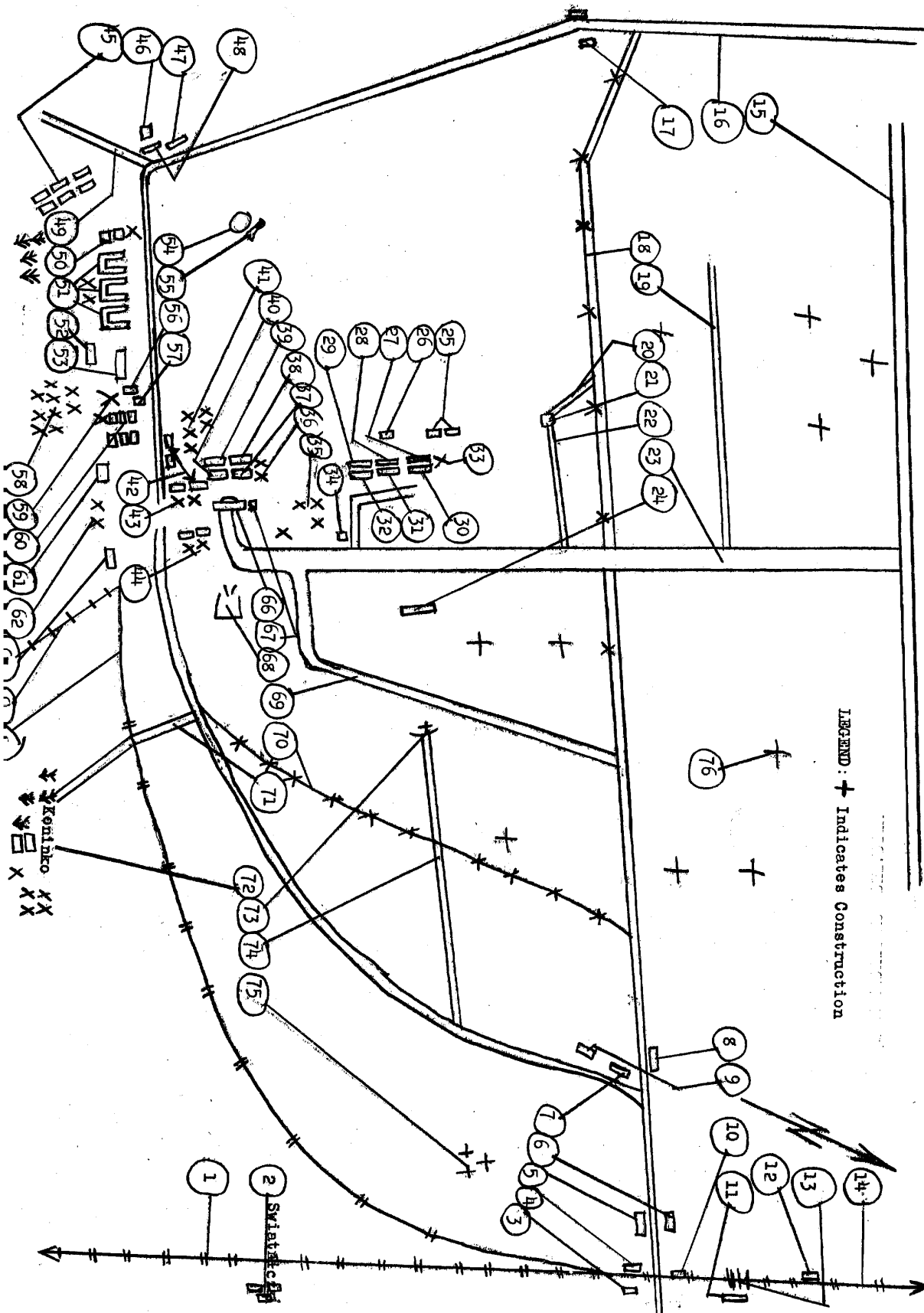
Sketch No. 1: Pinpoint Location of Poznan/Krzesiny Airfield



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Sketch No. 2: Sketch of Poznan/Krzesiny Airfield



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