

CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~

COUNTRY Soviet Zone of Germany REPORT

TOPIC Cottbus Airfield 50X1

**CONFIDENTIAL**

EVALUATION [redacted] PLACE OBTAINED [redacted] 50X1-HUM

DATE OF CONTENT [redacted]

DATE OBTAINED [redacted] DATE PREPARED 14 April 1950

REFERENCES [redacted] 50X1-HUM

PAGES 2 ENCLOSURES (NO. & TYPE) [redacted] 50X1-HUM

REMARKS [redacted] 50X1-HUM

1. Two trains, each with 150 tons of gravel, and two railroad cars with macadam arrived daily at the Cottbus (N 52/A 57) airfield between 5 and 12 February 1950 and one railroad car with cement every second day. The material was used for expansion work at the field.
2. Eight railroad boxcars and two gondola cars with aircraft bombs arrived at the field on 24 February 1950. Each gondola car was loaded with 20, about 2 1/2-meter high, bomb cases.
3. Nineteen twin-engine aircraft were counted at the airfield on 17 February 1950. Five more planes of the same type made local flights. It was noted that one of them had two cockpits, the rear one higher than the front, and the blue figure "2" on the rudder assembly.
4. Bombs were daily unloaded at the airfield between 20 and 25 February 1950.
5. Twenty-four twin-engine aircraft with double rudder assembly were parked at the field on 3 March 1950. There was no flying. Trucks [redacted] left the field. 50X1-HUM
6. The airfield was being expanded to the west. The old E-W runway, 80 x 800 meters, was to be extended to a length of 1,800 to 2,000 meters. The N-S dimension of the area to be included into the airfield was about 400 meters. The expansion strip was being graded, provided with an about 10-centimeter broken stone cover and rolled. The work, which was scheduled to be completed by mid-April 1950, was being done by a Wresden (N 52/F 29) construction firm in day and night shifts. One of the workers said that this firm was charged with similar construction work at the Finsterwalde (N 52/A 15) and Grossenhain (N 52/A 01) airfields. After the completion of the Cottbus landing field, cantonment buildings were to be built.

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50X1-HUM

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.  
Next Review Date: 2008

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 No Change in Class.   
 Declassified **TOP SECRET**  
 Class. Changed To [redacted]  
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50X1-HUM

Comment:

a. The report confirms that the airfield is occupied by twin-engine aircraft. [redacted] two 50X1-HUM regiments of the III Lmr Corps are in Cottbus. The bombs which arrived at the field, were probably destined for these units. 50X1-HUM

b. [redacted]

[redacted] The E-W runway was previously about 1,000 meters long.

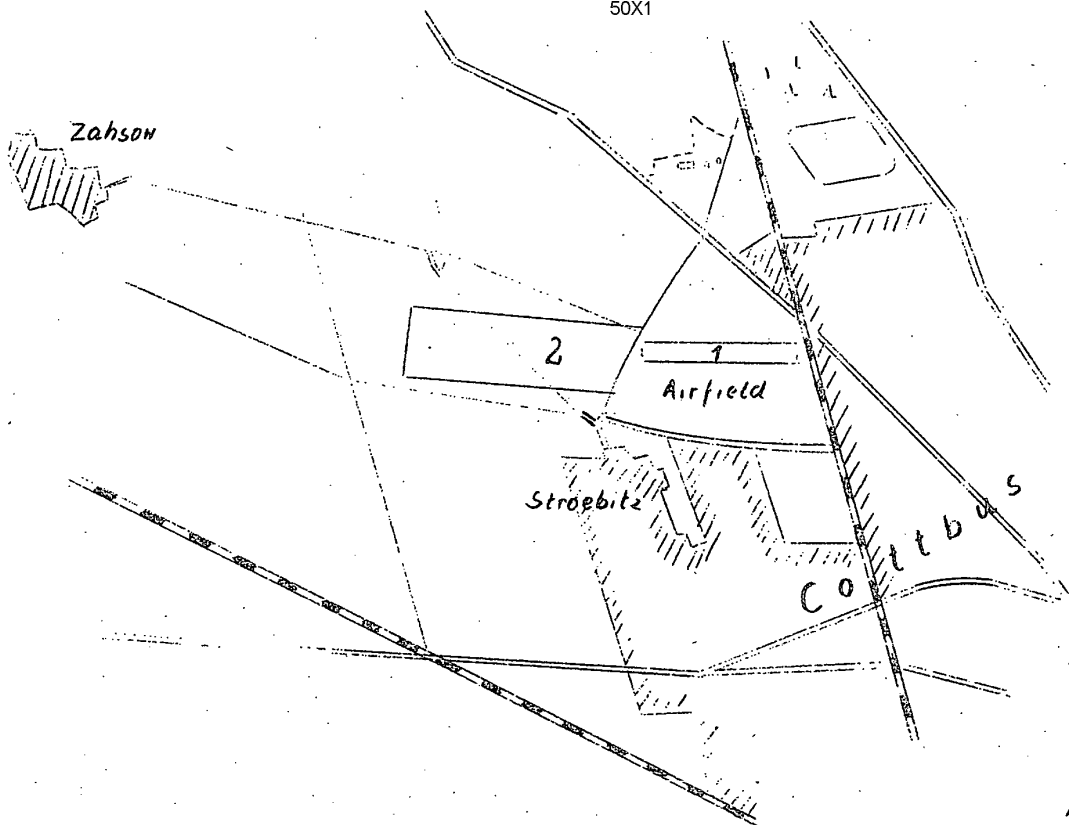
[redacted] this runway was extended to the west, apparently to a length of about 1,600 meters. Two more runways, one 1,100 meters and the other 800 meters long, existed at the field. The information that construction work was also being done on the landing field of the Finsterwalde airfield was confirmed. The construction work in Crossenhain, however, was virtually completed.

1 annex: sketch on ditto, Cottbus Airfield.

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Cottbus Airfield



Legend: ~~SECRET/CONTROL - U.S. OFFICIALS ONLY~~

- 1 - Existing concrete runway
- 2 - Expansion of landing field

Not to scale