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174

COUNTRY Germany (Soviet Zone)

TOPIC Briesen Airfield

EVALUATION see below PLACE OBTAINED 25X1A

DATE OF CONTENT 25X1C

DATE OBTAINED PREPARED 20 November 1951

REFERENCES 25X1A

PAGES 3 ENCLOSURES (NO. & TYPE) 1 blueprint and 2 sketches on ditto

REMARKS

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25X1X

1. By order of the Soviet occupation power, the Communications Construction Department of the Baununion Berlin was charged with the improvement of Briesen airfield in late-September 1951. Ulich (fnu) was the German construction supervisor. The field was laid out by the German Air Force in 1939. The Soviets ordered the field to be enlarged considerably. About 2,500 German laborers were employed on the project. The Soviet construction staff at the field was headed by Lieutenant Colonel Tsubasov (fnu). (1)
2. The construction project at the field was designated W 85. The improvement was to be conducted in two stages. The first stage, which includes the construction of a surfaced runway 80 x 2,500 meters with a concrete cover of 20 cm was to be completed by 15 November 1951. (2) The southern taxiway was 18 meters wide. On both sides of this taxiway 14 round concrete hardstands, each 36 meters in diameter, were to be built. (3) The connection between the taxiway and the hardstand was 18 meters wide. The middle section of the taxiway was enlarged for parking purposes. The taxiway and the runway were connected by four connecting lanes; the two inner lanes were 18 meters wide, while the two outer lanes, which were 60 meters long, were 45 meters wide to provide space for parking. The quarters on the southeastern edge of the field were about 95 percent completed by late-September 1951.
3. The second construction stage, on which work would be started on 15 November 1951, includes: a northern taxiway, known as the northern lane, with 22 hardstands like those at the southern taxiway; a concrete dispersal area between the two inner connecting lanes south of the runway; additional low wooden buildings, probably for quarters on the southeastern edge of the field; a fuel dump with a storage capacity of 300,000 liters alongside the spur track; and an ammunition dump whose location was not determined. (4) The Soviet construction staff has not fixed a target date for the completion of the work.
4. The Golssen-Leibsch road which runs along the southern edge of the field was blocked to civilian traffic. No Russians were observed at the field which was guarded by German industrial police. The German work force was under surveillance of SSD agents.

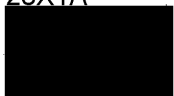
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- 2 -



25X1X



5. The Soviet tractor brigade of about 50 men, including 8 to 10 officers, all of whom wore black-bordered blue epauletts, was still stationed at the field between 27 September and 5 October. According to the interpreter, chief of the brigade was Lieutenant Colonel Suworov (fnu), who always went to Melzow concerning construction work at that field. (1) It appeared that the brigade would soon leave its tent camp and move into the completed low wooden buildings. A baker in Krausnick told source that, on 5 October 1951, an officer of the tractor brigade, probably the paymaster official, ordered him to supply the tractor brigade with bread. About 2,000 German laborers were employed during the period of observation.
6. Clearing of the eastern approach lane was completed. (6) Lumber taken from the lane was hauled to the area south of Neueschenke by 20 to 30 teams of horses furnished by 4 or 5 neighboring villages. From Neueschenke the lumber was trucked toward the south. The stumps of the trees were not removed. Clearing in the western approach lane was started. Source could not determine whether this lane was to be extended to the west beyond the Brand-Briesen highway. The eastern turning apron was enlarged to the east. Hardstands of about 40 x 50 meters were located on the extreme western and eastern connecting lanes. (7) Grading and concreting was under way on the 10 projected hardstands.
7. In addition to the fuel container with a capacity of about 110,000 liters which reportedly was shipped to the Brand-Krausnick road between 14 and 25 September, five additional fuel containers were observed on the Brand-Krausnick road on 6 October. Three of them were 5 to 6 meters long and about 1.5 meters in diameter. The other two were 3 and 6 meters long and 2.25 meters in diameter. (8)
8. The low brick buildings were not furnished. On 27 September, clearing was started in a wooded area south of the educational building where additional billeting facilities were to be constructed. A brick building with a tower about 13 meters high, probably the flight control building, was erected at the end of the spur track, about 100 meters north of the storage shed. (9) Two additional brick buildings, each about 25 meters long, were under construction immediately southwest of this storage shed. The previously reported pumping station in Jagen 69, about 250 meters north of the quartering buildings in Jagen 59/60, was 8 meters long and 6 to 8 meters high.
9. German sentries with red brassards patrolled the field and its vicinity during day and night. It appeared to guard personnel had been increased. A former forester who was employed by the construction staff was ordered to procure poles for a fence which was to be 1 1/2 km long.

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10. No aircraft were observed at the field between 8 and 13 October. All of the workers observed at the field were engaged in grading work. Five fuel containers, the size of standard railroad tank cars, arrived at the field on 12 October and were taken to the southeastern corner of the field. Excavating for the containers had not started. (10) Truck entered the field on 13 October. 25X1A

25X1A

## Comments.

- (1) Ulrich is reported for the first time as the German construction supervisor. He probably replaced the first German supervisor who allegedly fled to West Germany in June 1951. Lieutenant Colonel Zubanov is reported for the first time.
- (2) For the plan of the first stage of the construction project, see Annex 1. This was copied from an original construction plan, scale of 1:5,000.

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- 3 -

- 25X1A (3) The information on the [REDACTED] along the southern taxiway contradicts the statements of the source of paragraph 6 of this report and a previous report, that a total of 22 hardstands were to be built, 12 of which were already completed. [REDACTED] 25X1A
- 25X1A [REDACTED]. The presence of 14 hardstands along the southern taxiway and 22 along the northern taxiway as shown on Annex 2 would meet the requirement of a standard jet fighter or bomber regiment.
- (4) This information is considered credible. Construction of a second taxiway was also reportedly planned at Wenneuchen airfield. See 25X1A [REDACTED]. Observations made at Wenneuchen indicate that the field will be occupied before the completion of the second taxiway. For approximate location of installations at Brieson airfield, see Annex 2.
- (5) Lieutenant Colonel Suvorov was previously reported as the chief of the tractor brigade. [REDACTED] 25X1A
- (6) For approach lanes and eastern turning apron, see Annex 3C.
- (7) For detail sketch of hardstand, see Annex 3B.
- (8) The reported dimensions of the fuel containers indicate that they have a total capacity of about 200,000 liters.
- (9) For sketch of building with tower, see Annex 3A.
- (10) The fuel containers which arrived at the field on 12 October and the additional containers which were observed by the [REDACTED] paragraph 7 on 6 October may have a total capacity of 300,000 liters, 25X1A [REDACTED] of paragraph 3.
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