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COUNTRY Germany (Soviet Zone)

SECURITY INFORMATION

REPORT NO. [REDACTED]

TOPIC Finow Airfield

CONFIDENTIAL

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EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

25X1C

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED]

PREPARED

13 December 1951

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REFERENCES [REDACTED]

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE [REDACTED]

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1. Between 31 October and 10 November 1951, there was no flying at Finow airfield. On the morning of 31 October, about 20 jet fighters, probably MiG-15s, were parked on the northern edge of the field. One two-seater conventional fighter was observed at the take-off point. The planes were not covered with tarpaulins. On 4 November, about 25 jet fighters which were completely covered with tarpaulins, were parked on the northern edge of the field. The field was heavily guarded, therefore it could not be entirely observed.

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2. A German woman who was employed by the [REDACTED] Bn said that, every day between about 26 October and 2 November 1951, new officers and EM arrived at the headquarters and that one of the new personnel was an air force sergeant who, with armored troops, had been stationed in Finow in 1945. (1)

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3. On 12 November, 2 MiG-15s and 6 single-engine aircraft were parked at the field. There was no flying. [REDACTED] entered and left the field. The radar set in Eberswalde was unchanged. A radio installation was still located in Jagen (forest-sub-area) 175, near Spechthausen. (2)

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4. Between noon and 2 p.m. on 13 November, 11 single-engine monoplanes, probably Yak-11s, 1 biplane, and about 10 MiG-15s were parked at the field. It rained and there was a 500-meter cloud base. Visibility was about 600 meters. The four MiG-15s of the alert flight which were previously observed in the northeastern corner of the field were now parked in the western section of the northern taxiway. They were not covered with tarpaulins and were parked in such a way that their noses pointed to the runway. Almost all of the buildings at the field which could be observed from Biesenthaler Strasse and Finofurter Strasse were lighted. The occupation strength could not be estimated, but military activity seemed to be normal. Some of the air force officers wore Soviet stars, others wore Soviet stars encircled by a wreath and pilot insignia on their uniforms.

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5. High tension cables and telephone installations in Jagen 216 and 175 [REDACTED] of radio eastern corner of the field, which were previously utilized as lounges for pilots of the alert flight, were empty. Some of the windows were boarded up. Several railroad tank cars and some open and closed freight cars were observed on the spur

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track north of the flight control building.

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6. On 23 November, 4 single-engine monoplanes, 1 biplane, and about 20 MiG-15s were parked at the field. There was intensive flying by the single engine monoplanes. Motor vehicle [REDACTED]

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7. Between 4 and 9 November, source observed that a brick building 4 meters long, 3 meters wide, and 3 meters high and with a flat tar paper roof was erected on the northern edge of the field, just west of the wooded area. The purpose of the building could not be determined. A newly erected watchtower which was about 8 meters high and unoccupied was observed in the southeastern corner of the field, about 150 meters west of Finow-Biesenthal road. No changes were observed on the low wooden buildings or radio masts in Jagen 215 and 216, nor on the buildings or the radio mast in Jagen 175.

8. Between 11:30 a.m. and noon on 17 November, 13 MiG-15s without auxiliary fuel tanks, 2 single-engine low-wing monoplanes, and 3 single-engine biplanes were observed at the field. Three MiG-15s ready to take off were parked south of the runway and about 20 Soviet airmen were seen nearby. There was a clear sky, hazy weather and visibility of about 1,000 meters. A MiG-15 was taking off while another MiG-15 landed at the field. The planes made flights of about 5 minutes. Source did not observe the changing of crews.

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9. On 19 November, 13 MiG-15s, including four with the [REDACTED]

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Comments.

- (1) The 3d AF Bn is an OATB. The numerical designation reported by source is doubted because all OATBs have three-digit Arabic figures. The information on the arrival of new personnel is believed credible. The field has reportedly been occupied by a new jet fighter unit since late October 1951. No troop trains have been observed arriving there.
- (2) The radar set is a Dumbo type which, according to the same source, was transferred from Finow-North airfield to Eberswalde in mid-October 1951. For pin-point location, [REDACTED]. The radio installation in Jagen 175 is the outer landing beacon. For location of Jagen 175, see Map GSGS 4414, Sheet 3147.
- (3) According to previous reports, the Adcock DF station and the inner landing beacon are located in Jagen 216 while the outer landing beacon is located in Jagen 175.
- (4) The previous location of the air unit, which was identified as a fighter regiment by another source on 26 November, has not been determined. According to available information, it is possible that the unit was organized of newly arrived personnel and equipped with aircraft left by the three fighter divisions which were transferred to the U.S.S.R. in mid-October 1951. Three of the aircraft numbering series were previously observed on aircraft which belong to units of the Northern Ftr Corps.

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