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CLASSIFICATION ~~SECRET~~ CONTROL/US OFFICIALS ONLYCOUNTRY Poland SECURITY INFORMATION REPORT NO. [REDACTED]TOPIC Warsaw-Bernerowo Airfield

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REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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[REDACTED] in the late summer of 1950, the area of Warsaw-Bernerowo (R 53/P 99) airfield was completely graded. Hills were leveled and the overground installations of Fort Bema were removed. At the same time, the construction of hangars and quarters started. Excavating was exclusively done by Polish workers. About 1,000 laborers were allegedly employed. The underground installations of Fort Bema were to be converted for storage facilities. A concrete road, about 25 meters wide and 500 meters long, was to be constructed between the field and the fort. The road was to terminate 30 meters underground into the fort installations. [REDACTED]

2. [REDACTED] grading work and sowing of grass was being done on the edges of the field. Two parallel concrete strips were observed extending from SE to NW on the landing field. One strip was approximately as wide as a German autobahn, whereas the other strip was as wide as one lane. A circular taxiway allegedly was around the landing field. A spur track led from the eastern railroad line to the field passing south of Fort Bema. (1)
3. About 12 to 15 hangars of various sizes were located in groups of two and three on the edge of the landing field. About nine newly built three-story and four-story houses which were not fully occupied were observed in the western section of the field. Air force soldiers who entered and left these buildings wore steel blue uniforms, caps with light blue ribbons and light blue pipings on their upper edges, pentagonal light blue collar patches with two-bladed propeller insignia, and narrow light blue stripes on their sleeves. The framework of about 30 four-story dwelling houses, each 20 x 60 meters, was completed outside the western field boundary. Two acquaintances of source said that the villas in the western section of the field were evacuated by the civilians in March 1951. The villas were then made part of the field area. (2)

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4. A cantonment consisting of about 12 low wooden buildings each 12 x 10 meters was located beyond the western field border. It was surrounded by a high board fence and occupied by air force soldiers.
5. A small tower about 10 meters high and topped by a copper cupola was located in the eastern section of the field, not far from Fort Bema. In the western section of the field there were two steel masts about 25 meters high which were interconnected by a wire with a lead-in to one of the barracks buildings. (3)
A target range with earth and concrete revetments was observed in the north-western extension of the main runway. The road to the field approached from the west.
6. Aircraft observed in front of the hangars and on the landing field included about 12 swept-back jet aircraft with high and single rudder assemblies, high elevator assemblies, air intake aperture in noses, nose wheels and landing gears retracting rearward. About 7 twin-engine planes with double rudder assemblies and Polish national emblems were also observed.
7. It appeared that flying activity was not intensive. Mostly three swept-back jet aircraft were observed flying at the same time. [redacted] nine swept-back jet planes flying simultaneously only once and, another time, 25X1X three planes of the same type were observed taking off side-by-side.
8. Two other jet fighter types were observed over Warsaw. One plane had straight wings and no fuselage step, while the other had swept-back wings and a fuselage step. (4)

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[redacted] Comments.

- (1) Previous reports contained information that two runways were under construction at Warsaw-Bernerowo airfield and that three runways were planned to be built. It is possible that grading or construction on the taxiways was founded with runway construction. From the present report it is believed that the airfield was provided with only one SE-NW runway and a taxiway parallel to the runway. For layout sketch of airfield, see Annex. The reported number of hangars is not accurate. About 10 hangars are believed to exist at the field.
- (2) The [redacted] large number of buildings may indicate that the field is probably intended to be occupied by a pilot school in addition to an air unit. The statements on the soldiers observed does not permit definite conclusions as to the present occupation of the field. From the presence of jet aircraft, mentioned in paragraphs 6, 7, and 8, it is inferred that Polish pilots are being retrained on jet planes. It is probable that additional planes were parked in the hangars during the period of observation.
- (3) The installation is possibly a radar set. The steel masts are probably a radio installation.
- (4) From the vague description of the aircraft their types cannot be identified. It is possible that the planes are of type-7 and type-18 which are old models of the Soviet Air Force and, therefore, were turned over to the Polish Air Force.

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