| COUNTRY | Gerna | Approved For ny (Soviet Zo | CATION TO THE CATION TO THE Release 2006/04/14/1/C | IA+RDP82400Z | 457R0104003 | 70005-5 | 25X 25X |
|--|--|--|--|--|--|---|---|
| TOPIC | Zerbst. | Airfield | ende els en escalatores doubt describes de la companya de la companya de la companya de la companya de la comp | T Mark John Mark W. And College and Colleg | | | The second secon |
| | gginis 27.4 4 shikin binandak an ya | n menenyik inginan kandinin dapatan da | TO WARRING THE RESIDENCE WAS A SECURE OF THE PROPERTY OF THE P | and the second s | THE SHALL WE WANTED TO SEE THE SHALL WE WANTED | | |
| (1 EVALUATIO | N | | PLACE OBTAINE | | | 2 | 5X1C |
| DATE OF | | | | | CHE CHAIN METHOD CONTROL TO A SEMENTAL AND A | ENGRI QUALIT I INSEEL 244 A PARIAMANTANIAN (1890) | Parties and the second |
| DATE OBT/ | · · · · · · · · · · · · · · · · · · · | | DATE | FREPARED | | 1952 | uksak odna. 1885 mijed na dispondentena arbyjna (da grecca) zbecaja |
| REFERENC | ES | | 25X1 | | de seguina anti activa de sistema de sistema de seguina de seguina de seguina de seguina de seguina de seguina | Markin dinisi kalalaksi kasasa propinsi dini sensa mengananga | anda. Todaniya korumuna, kulingiyaking kiyasadokiya ayyak nagyak wasa, k |
| PAGES | 2 | ENCLOSURE | S (NO. & TYPE) | - sketch o | n ditto | erner kermen i sydner i enklyddigger yn 19dd (sko) | an (BBT) (16.5 Melden blood (18.5 Melandrion), historia angulungus (18.5 Mel |
| REMARKS. | | TO CONTRACT OF THE PROPERTY OF | , přídod 17. logytuliu sa sakod after dopy i dregot pod 1. pod 17. kod 18. se sobleci sakod 18. se sobleci se s | NA MATERIAL SANSANIA | | | Pleason. |
| | ernentin alam eteknishishish | and the state of t | | | ·LL | 1 V 4 W 1 | |
| | | , | • | mitrah sobban kamunungan bilakan disaban disaban disabah b | | | |
| , | | | | and the southern the second se | | TOINGO | EATE |
| wastern with the control of the second | | edeleptomorphismodromae , met villade at 25,000 per la civilia de ma | allikus valastila tilkootaantikulostiitoitokse (kultua valant va tionikuuta kuustoon) vurusiva si donestilli | O Torio Production Latter the related dispersion Expelling visit survey | andred with the Control of the Contr | Bellevill (Section Section 1 - Material Confession 12 Confession 1 | CIL 40 November 2015 A POSITIVA DESCRIPTION DE MINISTER DE MINISTE |
| | | | | 25X | (1X | | |
| | | | | | | | |
| 1. | Between | n 6 and 20 No | vember 1951, no char here was flying by | nge of occup | pation was | observed at | ; ** |
| | Air ac | tivity was pa | rticularly intensiv | e on 20 Nove | s and conve ${f e}$ mb ${f e}{f r}_{f o}$ | ntional air | crait. |
| 2. | Soviet | Captain Zues | huov (fnu), who was | billeted at | t the field | | |
| 25X1C | | supervis | ed the construction | performed I | by Bauunion | Dresden. (| 1) |
| | work wa | as comminated | in the second half | of November. | . The cons | truction ma | iterial |
| | was los | aded on a tra | in at the sour track | c and sent | to Emanlefur | t/Oder when | ۰۵. |
| 1- | was los | aded on a tra | in at the spur track | k and sent t | to Frankfur ruction mat | t/Oder when | e. |
| 1 | was los | aded on a tra | in at the spur track | k and sent t | to Frankfur | t/Oder when | e. |
| | was los | aded on a tra | in at the spur track | k and sent the constant | to Frankfur ruction mat | t/Oder wher erial was t flight cont | e, o be rol sta- |
| | was los | aded on a tra | in at the spur track the road bridge. long and 25 meters i | the constant | to Frankfur ruction mat the first hansa | t/Oder when erial was t flight cont r from the | re, to be trol sta- east was |
| | used for | er repairing as 90 meters | in at the spur track the road bridge. long and 25 meters wide | the consti | to Frankfur ruction mat the first hanga | t/Oder when erial was t flight cont r from the was 80 to 9 | re, to be arcl sta- cast was 00 meters |
| | used for tion was 1,0 to 1 long as | er repairing as 90 meters 5 meters lon nd 30 meters | in at the spur track the road bridge. long and 25 meters i | the consti | to Frankfur ruction mat the first hanga ond hangar neters lon | t/Oder when erial was t flight cont r from the was 80 to 9 g, 25 meter | re, to be arol sta- east was no meters es wide, |
| | used for tion was 100 to 1 long are and had | er repairing as 90 meters 5 meters lon nd 30 meters | in at the spur track the road bridge. long and 25 meters wide g and 35 meters wide wide; the third has | the consti | to Frankfur ruction mat the first hanga ond hangar neters lon | t/Oder when erial was t flight cont r from the was 80 to 9 g, 25 meter | re, to be arol sta- east was no meters es wide, |
| | used for used for tion was look to lead to lea | as 90 meters longed 30 meters longed a wind sockers wide. | in at the spur track the road bridge. long and 25 meters wide g and 35 meters wide wide; the third has | the constant of the constant of the secondar was 90 the fourth | to Frankfur ruction mat the first hanga ond hangar neters lon hangar was | t/Oder when erial was t flight cont r from the was 80 to 9 g, 25 meter 45 meters | re, to be arcl sta- east was 00 meters s wide, long and |
| 1 3。 | used for tion was 100 to 1 long ar and had 100 meters and company to 1 long are and company to 1 | as 90 meters as 90 meters by meters long as wind sock by were two fuel as sisted of ab | the road bridge. long and 25 meters wide and 35 meters wide; the third has et on its roof, and dumps at the field out 15 underground of | the constitute; the interest was 90 the fourth containers: | the Frankfur ruction mat the first hangar neters long hangar was was north thile the o | t/Oder when erial was t flight cont r from the was 80 to 9 g, 25 meter 45 meters of the secother dump, | re, to be arel sta- east was so meters so wide, long and hangar which |
| 1 3。 | used for tion was 100 to 1 long ar and had 100 meter and corresponding to the consistence of the consistence | as 90 meters as 90 | the road bridge. long and 25 meters wide and 35 meters wide; the third has et on its roof, and dumps at the field out 15 underground and 12 underground and | the constitute; the interest was 90 the fourth containers: | the Frankfur ruction mat the first hangar neters long hangar was was north thile the o | t/Oder when erial was t flight cont r from the was 80 to 9 g, 25 meter 45 meters of the secother dump, | re, to be arel sta- east was so meters so wide, long and hangar which |
| .1 3。 ! | used for tion was 100 to 1 long are and had to consist north of | as 90 meters as 90 | in at the spur track the road bridge. long and 25 meters wide g and 35 meters wide wide; the third has et on its roof, and dumps at the field ou! 15 underground 12 underground and dump. (2) | vide; the ingar was 90 the fourth | to Frankfur ruction mat the first hangar ond hangar meters lon hangar was was north hile the containers, w | t/Oder when erial was t flight cont r from the was 80 to 9 g, 25 meter 45 meters of the secother dump, as about 30 | re, to be trol sta- east was to meters swide, long and hangar which to meters |
| 1 3。 | used for tion was 100 to 1 100 meter wand concentration of the two search of the two | as 90 meters as meters lon as one ters as wind sock are wide. were two fuel asisted of ab ated of about of the first carchlights ea | the road bridge. long and 25 meters to and 35 meters wide; the third have ton its roof, and dumps at the field ou! 15 underground and dump. (2) ch 50 cm in diameter | the constitute; the interpretation of the secondar was 90 the fourth. One dump containers of surface containers of the secondary of the secon | to Frankfur ruction mat the first hangar ond hangar meters lon hangar was was north thile the containers, wo | t/Oder when erial was t flight cont from the was 80 to 9 g, 25 meter 45 meters of the secother dump, as about 30 f the runwa | re, to be trol sta- east was to meters swide, long and hangar which to meters |
| 1 3。 | tion was lose tion was lose to lead to | as 90 meters as 90 meters as 90 meters as 90 meters as meters lon as 30 meters d a wind sock are two fuel assisted of about of the first archlights eare in operat were not as | in at the spur trace the road bridge. long and 25 meters to g and 35 meters wide wide; the third has et on its roof, and dumps at the field ou! 15 underground of 12 underground and dump. (2) ch 50 cm in diameter ion during night fly powerful as those se | the constitute the constitute the constitute the secondar was 90 the fourth containers of surface containers. The touth of the | to Frankfur ruction mat the first hangar ond hangar meters lon hangar was was north hile the containers, wo oth sides o two searchl runway. T | t/Oder when erial was t flight cont r from the was 80 to 9 g, 25 meter 45 meters of the secon ther dump, as about 30 f the runwatghts north wo or three | re, to be crol sta- east was constant was constant was constant wide, long and cond hangar which constant was a second with the c |
| 1 3。 | tion was lose tion was lose to lead to | as 90 meters as 90 meters as 90 meters as 90 meters as meters lon as 30 meters d a wind sock are two fuel assisted of about of the first archlights eare in operat were not as | the road bridge. long and 25 meters to a support the third has been its roof, and dumps at the field ou! 15 underground and dump. (2) ch 50 cm in diameter ion during night fly | the constitute the constitute the constitute the secondar was 90 the fourth containers of surface containers. The touth of the | to Frankfur ruction mat the first hangar ond hangar meters lon hangar was was north hile the containers, wo oth sides o two searchl runway. T | t/Oder when erial was t flight cont r from the was 80 to 9 g, 25 meter 45 meters of the secon ther dump, as about 30 f the runwatghts north wo or three | re, to be crol sta- east was to meters swide, long and hangar which to meters with the crown of the cred |
| 1 3。 | tion was lose used for the transfer of the tra | as 90 meters as 90 meters as 90 meters as 90 meters as meters lon ad 30 meters d a wind sock are two fuel assisted of ab ated of about archlights ea archlights ea arch operat were not as were observer | in at the spur track the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground of 12 underground and dump. (2) ch 50 cm in diameter ion during night fly powerful as those so d at each turning ap | the constitute the constitute the constitute the secondar was 90 the fourth containers of surface containers. The touth of the | to Frankfur ruction mat the first hangar ond hangar meters lon hangar was was north hile the containers, wooth sides o two searchl runway. T | t/Oder when erial was t flight cont r from the was 80 to 9 g, 25 meter 45 meters of the secon ther dump, as about 30 f the runwatghts north wo or three | re, to be crol sta- east was to meters swide, long and hangar which to meters with the crown of the cred |
| 1 3。 4。 5。 | used for used for tion was lost tion was lost to be and to the tend concentration of the tend consists north to the tend consists north to the tend consists and concentration of the tend to the tend | as 90 meters as 90 | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field ou! 15 underground and dump. (2) ch 50 cm in diameter ion during night flapowerful as those sed at each turning ap, 22 jet planes, and 2 biplanes were | the constitute of the second of the fourth. One dump containers: 7 surface containers the fourth of the pron at the | the Frankfur ruction mat the first hanga ond hangar meters long hangar was was north while the containers, wo oth sides of two searchlands of the at the field | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 45 meters of the second ther dump, as about 30 f the runway tights north we or three e runway. | re, to be crol sta- east was oneters s wide, long and and hangar which oneters y. (3) of the red 25X |
| 1 3。 4。 5。 | used for used for tion was lost tion was los | as 90 meters as 90 | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field ou! 15 underground and dump. (2) ch 50 cm in diameter ion during night flapowerful as those sed at each turning ap, 22 jet planes, and 2 biplanes were ity by 4 to 6 MiG-19 | the constitute of the second of the fourth. One dump containers: 7 surface containers the fourth of the pron at the second of | the Frankfur ruction mat the first hanga ond hangar meters long hangar was was north while the containers, we oth sides of two searchlarunway. To ends of the field ok off from | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 45 meters of the second ther dump, as about 30 f the runway tights north we or three e runway. | re, to be crol sta- east was one ters es wide, long and and hangar which one ters y. (3) of the red 25X |
| 1 3。 4。 5。 | used for used for tion was lost tion was lost tion was lost to the long are and had lo meter and concensist north of the was runway lights. On 6 are intensirunway; ticed for the lost time and the lost time are the lost time and the lost time are | as 90 meters as 90 | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground and dump. (2) ch 50 cm in diameter ion during night flap powerful as those sed at each turning appropriate took off in ging. They fley for | the construction of the counted at t | the Frankfur ruction mat the first hangar ond hangar meters long hangar was was north while the containers, where the sides of the side | t/Oder when erial was t flight cont r from the was 80 to 9 g, 25 meter 45 meters of the secother dump, as about 30 f the runwatghts northwo or three e runway. d. (4) The and landed echelon a ights by pr | re, co be crol sta— east was cometers swide, long and and hangar which cometers W. (3) of the red 25X cre was at the and prac— copollor |
| 1 3。 4。 5。 | used for used for tion was lost tion was lost tion was lost to the long are and had lo meter and concensist north of the search to the lost time and concensist north of the lost time and concensist north of the lost time and concensist north of the lost time and the lost time and the lost time and the lost time and time and the lost time and t | as 90 meters as 90 | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground and dump. (2) ch 50 cm in diameter ion dumps at those sed at each turning and at each turning and the condition of the cond | vide; the interpretation of the constant of the containers: 7 surface containers: 7 surface containers the constant of the | the Frankfur ruction mat the first hangar ond hangar meters long hangar was was north while the containers, where the field ok off from wo, were in inutes. Fiere still c | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 15 meters of the second ther dump, as about 30 f the runwatights north wo or three e runway. d. (4) The and landed echelon a ights by prontinuing a | re, co be crol sta— cast was cometers swide, long and and hangar which cometers which cometers 25X re was at the and prac— copoller at 10 p.m. |
| 1 3。 ⅓。 5。 25X1C | used for used for tion was lost tion was lost to the long are and had to the lost th | as 90 meters as 90 | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground and dump. (2) ch 50 cm in diameter ion dump. (2) ch 50 cm in diameter ion during night fly powerful as those sed at each turning and the control of the c | vide; the interpretation of the constant of the containers: 7 surface containers: 7 surface containers the constant of the | the Frankfur ruction mat the first hangar ond hangar meters long hangar was was north while the containers, who could be search from the field of the search | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 15 meters of the second ther dump, as about 30 f the runwatights north wo or three e runway. d. (4) The and landed echelon a ights by prontinuing assearchlight | re, co be crol sta— cast was cometers swide, long and and hangar which cometers which cometers 25X re was at the and prac— copoller at 10 p.m. s illumi— |
| 1 3。 5。 25X1C | used for used for tion was lost tion was lost to the long are and had to the lost th | as 90 meters as 90 | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground and dump. (2) ch 50 cm in diameter ion dumps at those sed at each turning and at each turning and the condition of the cond | vide; the interpretation of the constant of the containers: 7 surface containers: 7 surface containers the constant of the | the Frankfur ruction mat the first hangar ond hangar meters long hangar was was north while the containers, who could be search from the field of the search | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 15 meters of the second ther dump, as about 30 f the runwatights north wo or three e runway. d. (4) The and landed echelon a ights by prontinuing assearchlight | re, co be crol sta— cast was cometers swide, long and and hangar which cometers which cometers 25X re was at the and prac— copoller at 10 p.m. s illumi— |
| 1 3。 5。 25X1C | used for used for tion was lost tion was lost to the long are and had to the lost th | as 90 meters as 90 | the road bridge. long and 25 meters up and 35 meters wide wide; the third has et on its roof, and dumps at the field ou! 15 underground and dump. (2) ch 50 cm in diameter ion during night flypowerful as those sed at each turning ap at each turning ap and 2 biplanes were ity by 4 to 6 Mig-1; which took off in ging. They flew for h:30 p.m. on 6 Decomposition on its eastern end in confidence on its eastern end in confidence in the confidence on its eastern end in confidence in the confidence on its eastern end in confidence in the confidence in th | the construction the construction the secondar was 90 the fourth of the containers of the counted a counte | the Frankfur ruction mat the first hanga ond hangar meters lon hangar was was north hile the containers, wo the sides of the at the field ok off from wo, were in inutes. Fleere still con. Three time during | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 15 meters of the second ther dump, as about 30 f the runwatights north wo or three e runway. d. (4) The and landed echelon a ights by prontinuing assearchlight | re, co be crol sta— cast was cometers swide, long and and hangar which cometers which cometers 25X re was at the and prac— copoller at 10 p.m. s illumi— |
| 1 3。 4。 5。 25X1C | used for used for tion was lost tion was lost to the long are and had to the lost th | as 90 meters as 90 | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground and dump. (2) ch 50 cm in diameter ion during night fly powerful as those sed at each turning and 2 biplanes were ity by 4 to 6 Mig-1; which took off in ging. They flew for h:30 p.m. on 6 December 15 confidents and its eastern end in the confidents of the runway were on its eastern end in the confidents. | the construction the construction the secondar was 90 the fourth of the containers of the counted a counte | the Frankfur ruction mat the first hanga ond hangar meters lon hangar was was north hile the containers, wo the sides of the at the field ok off from wo, were in inutes. Fleere still con. Three time during | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 15 meters of the second ther dump, as about 30 f the runwatights north wo or three e runway. d. (4) The and landed echelon a ights by prontinuing assearchlight | re, co be crol sta— cast was co meters swide, long and and hangar which co meters y. (3) of the red 25X re was at the and prac— copoller at 10 p.m. s illumi— |
| 5. 25X1C | used for used for tion was lost tion was lost to the long are and had to the lost th | as 90 meters as in meters long as wind sock are two fuel asisted of about of the first archlights ear arch | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground and dump. (2) ch 50 cm in diameter ion during night fly powerful as those sed at each turning and 2 biplanes were ity by 4 to 6 Mig-1; which took off in ging. They flew for h:30 p.m. on 6 December 15 confidents and its eastern end in the confidents of the runway were on its eastern end in the confidents. | the construction the construction the secondar was 90 the fourth of the containers of the counted a counte | the Frankfur ruction mat the first hanga ond hangar meters long hangar was was north while the containers, who oth sides of two searchlarunway. To ends of the state of from wo, were in inutes. Fire still con. Three time during CIAIS CHIX | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 45 meters of the secondary as about 30 f the runwatghts north wo or three e runway. d. (4) The and landed echelon a ights by prontinuing searchlight g the take- | re, co be crol sta— cast was co meters swide, long and and hangar which co meters y. (3) of the red 25X re was at the and prac— copoller at 10 p.m. s illumi— |
| 5. 25X1C | used for used for tion was lost tion was lost to the long are and had to the lost th | as 90 meters as in meters long as wind sock are two fuel asisted of about of the first archlights ear arch | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground and dump. (2) ch 50 cm in diameter ion during night fly powerful as those sed at each turning and 2 biplanes were ity by 4 to 6 Mig-1; which took off in ging. They flew for h:30 p.m. on 6 December 15 confidents and its eastern end in the confidents of the runway were on its eastern end in the confidents. | the constant the constant the constant the secondar was 90 the fourth one dump containers of surface containers of the count of the cou | the Frankfur ruction mat the first hanga ond hangar meters lon hangar was was north sides of the | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 15 meters of the second ther dump, as about 30 f the runwatights north wo or three e runway. d. (4) The and landed echelon a ights by prontinuing assearchlight | re, co be crol sta— cast was co meters swide, long and and hangar which co meters y. (3) of the red 25X re was at the and prac— copoller at 10 p.m. s illumi— |
| 5. 25X1C | used for used for tion was lost tion was lost to the long are and had to the lost th | as 90 meters as in meters long as wind sock are two fuel asisted of about of the first archlights ear arch | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground and dump. (2) ch 50 cm in diameter ion during night fly powerful as those sed at each turning and 2 biplanes were ity by 4 to 6 Mig-1; which took off in ging. They flew for h:30 p.m. on 6 December 15 confidents and its eastern end in the confidents of the runway were on its eastern end in the confidents. | the constant the constant the constant the second was 90 the fourth one dump containers of surface containers of the property | the Frankfur ruction mat the first hanga ond hangar meters long hangar was was north while the containers, who the sides of two searchlarunway. To ends of the at the field ok off from wo, were in inutes. Filere still con. Three time during time during time during the field of the sides of t | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 45 meters of the secondary as about 30 f the runwatghts north wo or three e runway. d. (4) The and landed echelon a ights by prontinuing searchlight g the take- | re, co be crol sta— cast was co meters swide, long and and hangar which co meters y. (3) of the red 25X re was at the and prac— copoller at 10 p.m. s illumi— |
| 4. 5. | used for used for tion was lost tion was lost to the long are and had to the lost th | as 90 meters as in meters long as wind sock are two fuel asisted of about of the first archlights ear arch | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground and dump. (2) ch 50 cm in diameter ion during night fly powerful as those sed at each turning and 2 biplanes were ity by 4 to 6 Mig-1; which took off in ging. They flew for h:30 p.m. on 6 December 15 confidents and its eastern end in the confidents of the runway were on its eastern end in the confidents. | the constant the constant the constant the second was 90 the fourth one dump containers of surface containers of surface containers of the pron at the containers of the container and we switched for a short that the container and we contained the constant the constant the constant the container and we contained the container and the | the Frankfur ruction mat the first hanga ond hangar meters long hangar was was north while the containers, who the sides of two searchly runway. Thends of the at the field ok off from wo, were in inutes. Filter still con. Three time during time during time during time during time during the field of the field of the still con. Three is time during time during time during time files. | t/Oder when erial was to flight controlled from the was 80 to 9 g, 25 meter 45 meters of the second the runway, as about 30 f the runway, as about 30 f the runway. d. (4) The and Landed echelon a ights by prontinuing searchlight g the take- | re, co be crol sta— cast was co meters swide, long and and hangar which co meters y. (3) of the red 25X re was at the and prac— copoller at 10 p.m. s illumi— |
| 5. 25X1C | used for used for tion was lost tion was lost to the long are and had to the lost th | as 90 meters as in meters long as wind sock are two fuel asisted of about of the first archlights ear arch | the road bridge. long and 25 meters wide wide; the third has et on its roof, and dumps at the field out 15 underground and dump. (2) ch 50 cm in diameter ion during night fly powerful as those sed at each turning and 2 biplanes were ity by 4 to 6 Mig-1; which took off in ging. They flew for h:30 p.m. on 6 December 15 confidents and its eastern end in the confidents of the runway were on its eastern end in the confidents. | the constant the constant the constant the second was 90 the fourth one dump containers of surface containers of surface containers of the pron at the containers of the container and we switched for a short that the container and we contained the constant the constant the constant the container and we contained the container and the | the Frankfur ruction mat the first hanga ond hangar meters lon hangar was was north shile the containers, while the containers, while the field ok off from wo, were in inutes. Fluctured during time during time during time during the field of the field | t/Oder when erial was to flight cont r from the was 80 to 9 g, 25 meter 45 meters of the secondary as about 30 f the runwatghts north wo or three e runway. d. (4) The and landed echelon a ights by prontinuing searchlight g the take- | re, co be arel sta— east was 10 meters swide, long and hangar which 100 meters W. (3) of the red 25X are was at the and pracation p.m. sillumi— |

| | | | Approved For Release 2006/04/44 RDP82-00457R010400370005-5 |
|------|-------|--------------------------|--|
| | | ₹, | 25X1A |
| | | | |
| 25X1 | | | landings. A rotary searchlight was in operation in the southeastern section of the landing field. |
| , | | | to the Iteld. An AA gun emplacement apparently consisting of two or three wedium-calibor guns was probably located in the southeastern section of the landing field. |
| | 25X1A | | Com ents. |
| | | (1) (2) (3) (4) | Zueshuov is reported for the first time. |
| | | | 25> |

CONFIDENTIAL

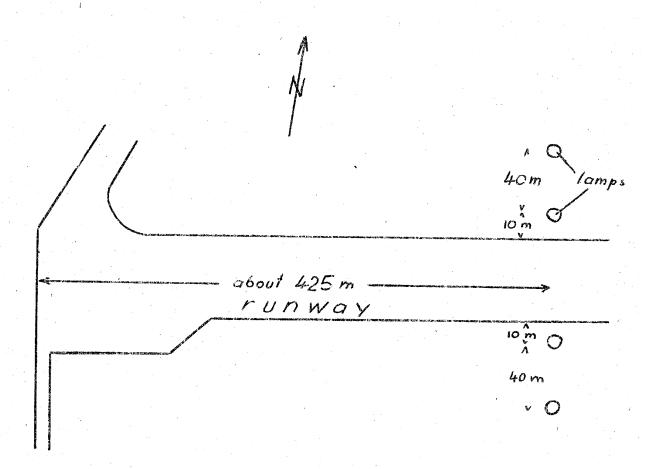
poper/outsit/os efficials chix

| Approved For Release | 2006/04/14 | : CIA-RDP8 | 32-00457 | R010 | 400370005- |
|---|---------------|-------------|----------|------|------------|
| STATE OF A | THIS CALLED A | SEATO DETRO | CIPTE V | | |

25X1A

. Amnut to

Location Sketch of Searchlights on Both Sides of the Runyay at Zerbst Airfield



SECR T/CONTROL/US OFFICIALS CLIM