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SECURITY INFORMATION

COUNTRY Germany (Soviet Zone) REPORT

TOPIC Finsterwalde Airfield 25X1

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED DATE PREPARED 31 January 1952

REFERENCES 25X1

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS 25X1

1. On the afternoons of 9 and 11 January 1952, 17 twin-engine, low-wing mono-planes with double rudder assemblies, 8 silver twin-jet aircraft with a red marking on their noses, and 2 blue green twin-engine planes with nose wheels were counted at Finsterwalde airfield. * All the hangars were closed.

2. Since 27 December 1951, there was no flying until 7 January 1952 between 11 a.m. and 2 p.m. when twin-engine planes were aloft. There was no flying on 8, 10 and 11 January. Between 10 a.m. and noon on 9 January, individual flights were made by jet aircraft and twin-engine planes with nose wheels. In the afternoon, flying was practiced only by jet planes which flew in V-formation but took off and landed individually.

3. The radio installation with four masts was still observed about 400 meters west of the runway.

4. many of the Pe-2s stationed at the field took off and landed on 26 December, and one plane allegedly crashed near the village of Droessigk shortly after the take-off. The resident also said that the bodies of the four crew members were brought to Cottbus in red coffins.

5. Soviet officers at the field, including Captain Petrov (fnu), sold many motorcycles, radio apparatuses and pieces of furniture to Germans. the unit was probably to be transferred from the field. ** The radio installation with four masts was still west of the field. It was connected with the field by a single wire.

* Comment. The aircraft observed are Pe-2s, jet bombers and probably B-25s. Additional Pe-2s are believed to be parked in the hangars as previously observed at Finsterwalde airfield. The jet planes at the field were observed for the first time. It is believed that reequipment with jet bombers started at Finsterwalde airfield. This is supported by the information that fuel was shipped from Riesa fuel depot to Finsterwalde for the first time on 30 December 1951 and on 1 January 1952. So far, Riesa fuel depot has supplied only the jet bomber units of the Twenty-Fourth Air Army. It has not been determined where the jet bombers came from; however, it is believed that the planes were transferred from the Northern Bmr Div to Finsterwalde.

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[Redacted]

[Redacted]

** [Redacted] Comment. The transfer of personnel from Finsterwalde was previously reported by another source, [Redacted]. It is possible that, in connection with the reequipment **with jet bombers**, one of the two regiments known to have been stationed here was transferred from Finsterwalde airfield. The present location of this regiment had not been determined. If the personnel have left the Soviet Zone of Germany by train, the shipments will probably be reported later [Redacted]. Captain Petrov is reported for the first time from Finsterwalde. He is not believed to be identical with previously reported officers with the same names. [Redacted]
[Redacted] a Pe-2 crashed on 27 December 1951. [Redacted]

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