

COUNTRY Germany (Soviet Zone) REPORT NO. [REDACTED]

TOPIC Werneuchen Airfield **CONFIDENTIAL**

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1

25X1 DATE OF CONTE [REDACTED] 25X1

DATE OBTAINED [REDACTED] DATE PREPARED 28 February 1952

REFERENCES [REDACTED] 25X1

PAGES 3 ENCLOSURES (NO. & TYPE) [REDACTED] 25X1

REMARKS [REDACTED]

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[REDACTED]

1. During the period from 15 to 25 January 1952, the following aircraft were observed flying at Werneuchen airfield:

Date	Time	Aircraft
16 January	9 a. m. to 2 p. m.	10 jet bombers
18 January	10 a. m. to noon	6 jet bombers
	6 p. m. to 11 p. m.	3 jet bombers
23 January	9 a. m. to 2 p. m.	8 jet bombers; after landing one plane taxied beyond the west end of the runway and its landing gear broke. The aircraft was then towed back on the runway.
	5:30 p. m. to midnight	3 biplanes
24 January	9 a. m. to noon	7 jet bombers
25 January	9:15 a. m. to 1 p. m.	3 jet bombers. [REDACTED]

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Trucks: [REDACTED] 25X1

25X1 [REDACTED] were also observed at the field.

2. The fuel dump in the northern section of the field was surrounded and subdivided by barbed wire fences. Seven holes exactly 10 meters apart were dug in the eastern section of the field. One hole could not be completed because of the frost. In each excavation there were four fuel containers, each 6 meters long and 3 meters in diameter. The containers were black and had the white consecutive Roman numerals from I to IV. They were three fourths underground. Each container had a lid 1.33 meters in diameter. Section II of the fuel dump having

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10 containers was under construction in the western portion of the dump. Only one hole with four containers was completed. The size of the containers and their position were the same as in section I. The containers were filled from railroad tank cars by means of a long hose. On 23 January, three railroad tank cars were emptied. Fuel was pumped from the containers into tank trucks and then hauled to the landing field. Section III of the fuel dump having an area of 5 x 6 meters, contained 200-liter barrels. The dump was surrounded by spotlights and guarded by patrols. The new approach road to the field was 6 meters wide. (2)

3. Between 20 and 25 January, the field was covered with snow 3 to 4 cm deep. Before flying started, the runway was cleared of snow by Soviet soldiers. Sand was not strewn on the cleared strip.

4. On 24 January, there was flying by three type-30 planes. The aircraft engines were started at the dispersal area. The cabin roof opened sideways for the pilot to enter. A singing noise was heard 1 or 2 minutes. Then there was a loud roaring noise but no smoke.

The planes took off after a take-off run of about 1,400 meters. After the landing, one plane skidded off the runway, and its landing gear broke. After the landings, the planes were refueled from tank truck at the dispersal area.

5. During the night of 24 January, there was night flying by PO-2s. Only one side of the runway was illuminated. The biplanes took off and landed on the grass south of the runway. There was a 10/10 cloudiness. The cloud base was about 500 meters, and lights were visible at a distance of about 5 km.

6. [REDACTED] 25X1

(3) The old fuel dump in the northeastern section of the field was enlarged. Construction started on the spur track that led toward the small wooded area east of the barracks buildings. It was rumored that the fuel dump was to be transferred there. (4) Excavation for the northern circular taxiway started 200 meters north of the east and west ends of the runway. However, the course of the circular taxiway would be changed. (5)

7. Between 9 a. m. and 3 p. m. on 29 January, there was flying by a type-30 plane. Three type-30 aircraft flew from 6 to 10 p. m.

8. During the period from 20 to 30 January, type-27 and type-30 jet bombers of Worneuchen airfield were flown. On 29 January, those jet bombers flew at night up to about 11 p. m. The weather was hazy. The aircraft had three white landing lights, two under the nose and one under the rear. The beacon lights in Worneuchen were switched on almost every night.

9. Every day from 23 to 26 January, about 30 jet bombers were parked at the taxiway of the field. on 24 January, there was flying by nine jet bombers. The planes took off at intervals of 5 to 10 minutes. They flew for 40 to 50 minutes. A jet bomber landed about 12:30 p. m. After the plane had taxied for a while there was an explosion and the bomber then came to a stop. It listed heavily to the left. Shortly afterwards, two sedans occupied by officers arrived. The officers and the pilot of the plane inspected the entire runway. Then, about 200 Soviet soldiers equipped with spades, pick axes and brooms arrived and cleared the entire runway of snow and ice. This work was

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[redacted] on 25 January, about 20 jet bombers practiced flying.

10. About 420 construction laborers were erecting a fence around the entire field, excavating a foundation for the fuel dump, and preparing for the construction of the northern taxiway. Every night [redacted] the sounds of hammering were heard from an area about 300 meters east of the target range. This area was off limits to all Germans. The type of work in progress there could not be determined.

11. Every day from 23 to 26 January, two railroad tank cars arrived at the spur track near the fuel dump. Five tank trucks with trailers drove to the fuel dump several times a day. [redacted] on 29 January, there was flying by four jet bombers. The field was occupied by an estimated 39 jet bombers.

12. [redacted] on 6 February, [redacted] The cloud base was high and visibility was limited to about 2 km. Four type-27 planes were in the southwestern corner of the field. The dispersal areas in front of the hangars could not be observed. Flying started at 12:45 p. m. [redacted] three type-27 aircraft which took off. Trucks [redacted] and van-like trucks [redacted] were observed entering and leaving the field. (7)

Comments.

(2) For sketch of fuel dump, see Annex. This sketch is believed to be correct. The number of containers agrees with previous reports. [redacted]

(3) The road runs along the northwestern edge of the field. The view of the field will also be obstructed from the southwestern side as soon as the board fence is completed there. Since the field is surrounded on all other sides by open fields which are patrolled, [redacted]

(4) According to previous information, it appears most probable that the fuel dump will finally be established in the small wooded area in the southern section of the field. [redacted]

(6) The alleged landing of a plane with four jet engines was previously reported. [redacted] information that no four-jet plane landed at the field is believed to be credible. The statements in paragraphs 7 and 8 on flying activity on 29 January 1952 confirm flying only by twin-jet bombers. [redacted]

(7) Paragraphs 8 and 12 confirm previous information on the two jet bomber regiments at Werneuchen airfield. [redacted] It is believed that about 40 jet bombers are stationed at the field. [redacted] seven of the planes are type-30. The observation that the two regiments are now equipped with less aircraft than when located in Jucterbog may be explained by the fact that about 12 jet bombers were probably turned over to the Southern Div in Cottbus and Finsterwalde.

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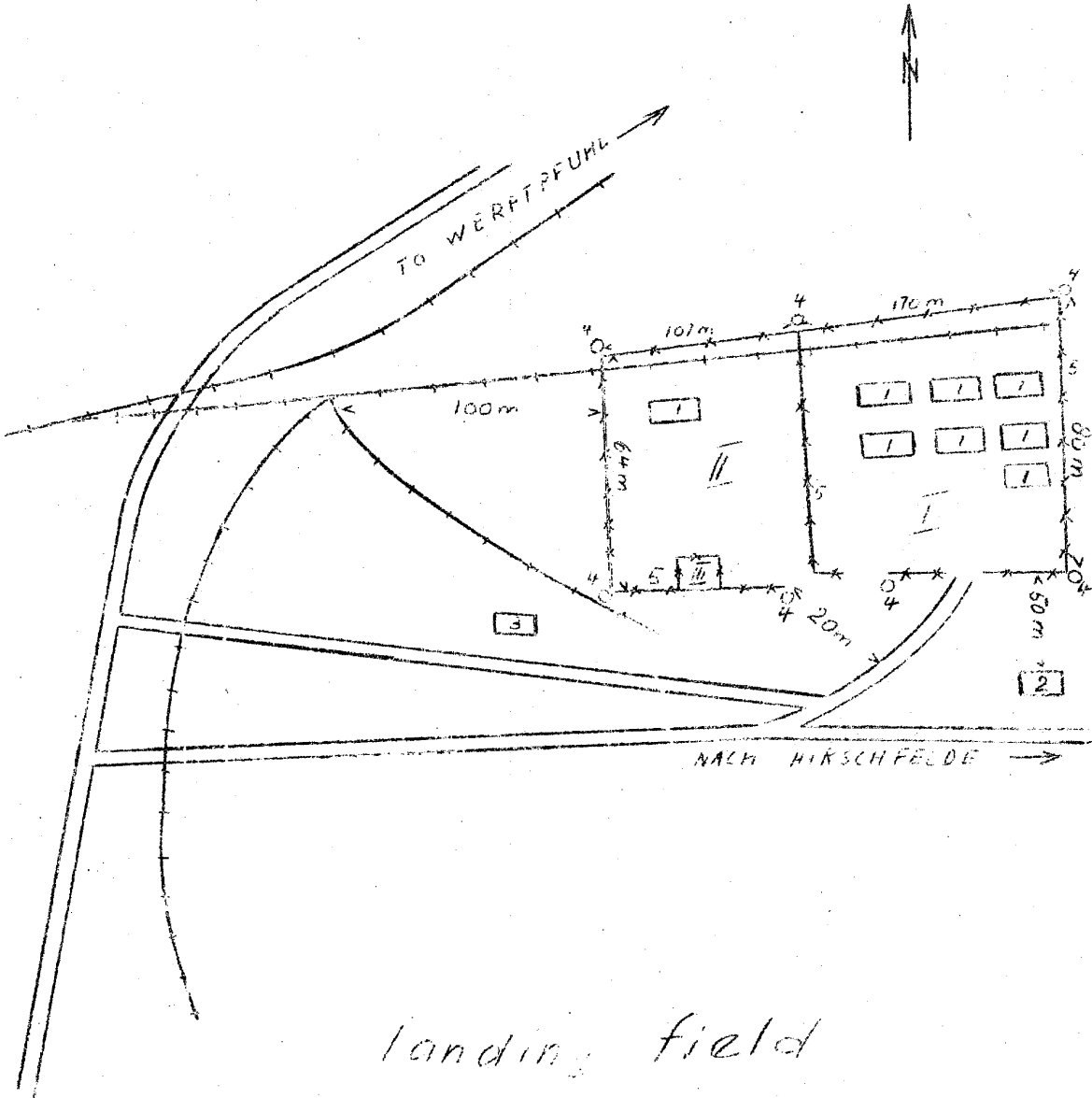
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Annex

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Fuel Dump at Werneuchen Airfield



landing field

Legend:

- 1 Holes with four fuel containers each
- 2 Temporary guardhouse for Soviets guarding the fuel dump
- 3 Low wooden building of Bauunion
- 4 Seven spotlights
- 5 Barbed wire fence 3 meters high

I through III fuel dump sections

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