

**INFORMATION REPORT**

TELETYPE FAX

COUNTRY: East Germany  
 SUBJECT: Aircraft Repair Installations at Jueterbog-Altes Lager Airfield  
 PLACE ACQUIRED: 25X1  
 DATE OF INFO: 25X1  
 NO. OF PAGES: 5  
 NO. OF ENCLS.: 7 (13 pages)  
 SUPPLEMENT REPORT NO.: 25X1

NO. [redacted]  
 DATE DISTR. 14 Aug. 1952

[redacted]

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THIS IS UNEVALUATED INFORMATION

[redacted]

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- There were the following repair facilities for aircraft located in the area of Jueterbog Altes Lager Airfield: an aircraft engine repair plant in Hangar 20, an engine test stand in Building No 12 and technical equipment in Hangar 7.  
 (1) Major Lukinov (fnu) (phonetic spelling) who has served with technical unit [redacted] since 1950, was chief engineer in charge of the repair facilities. (2) The personnel of this technical unit worked in Hangar 20, and some also worked in Hangar 7.  
 [redacted]

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Hangar 20.

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- The repair plant in Hangar 20 had a labor force of about 70 Russians working one shift, except for personnel of the galvanizing department. Prior to the fall of 1951, the workshop was equipped only for the repair of the aircraft piston engines [redacted]. The workshop was then partially retooled for the repair of turbojet engines. At this time, the air unit stationed at the field was transferred to Arnheuchon. (5) The retooling was to be completed by the end of February 1952 but, especially with regard to the galvanizing shop, the deadline could not be met. In about mid-January the first departments were put into operation. The present turbine assembly department had to be converted completely. New machines, all from the U.S.S.R., were set up in the test shops for the testing of individual turbojet parts. Some of these machines resembled hydraulic pumps with pressure gauges, others were types of magnetic equipment. (6) The galvanizing shop was considerably extended but, for the lack of material, it could not be completed and was only 50 percent in operation. During the end of the period of observation, it was observed that turbines still arrived at the department, but no finished turbines left the shop. The completed galvanizing shop was to operate with a capacity of 500 kw/h. Since the capacity of the former electric equipment was insufficient, it was increased only under great difficulties. The Langbein & Pfannhauser Firm in Leipzig supplied two generators with 3,000 amperes and 60 to 80 volts. The units were not in operation, because there was no cable of the required diameter available. The generators which were used had only 16 to 18 volts. (4)
- Turbojet engines observed after January 1952 were shorter and bulkier than the JUMO-004. These power units arrived from Jueterbog airfield and also from other

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25X1 fields such as Grossenhain. They were about 220 cm long and 80 to 100 cm in diameter. [redacted] the estimated dimensions of the crates, 150 x 180 x 230 cm, were more reliable than those of the engines. (7) Truck shipments of jet engines were unloaded in Hangar 20 and railroad shipments were unloaded and moved to Hangar 20 by cranes to be unpacked there. Empty crates were usually stored along the railroad line behind the repair plant. Jet engines which were dismantled from aircraft at the field were generally trucked to the plant without crates at night. Activities of this kind during daylight, were protected from observations. In Hangar 20, the engines were secured on special jigs holding the unit in the horizontal and vertical position for the disassembling and reassembling. (8) Except for the chromium plating process of turbine wheels, no repair procedures could be observed.

25X1 4. Piston engines of the AL-42 type and infrequently AL-38s still arrived at the repair shop in April 1952. The engines were disassembled, cleaned and then passed through various processes, such as grinding, galvanizing, etc. [redacted] this process was similar to the general overhauling process done by the German Air Force. The reassembled engines were trucked to the test stand and were then moved out of the area. [redacted] there were storage facilities for engines somewhere in the vicinity of the test stand.

25X1 5. [redacted]

25X1 6. The only raw material shipments [redacted] had come from Grossenhain. It was said that two-month training courses for technical personnel were conducted in Grossenhain. As technical personnel who had completed these courses were transferred to work in the turbojet departments and not, as before, on piston engines, [redacted] they had been retrained for jet engines. (9)

Engine Test Stand in Building 12.

25X1 7. At an undetermined date, the test stand was partially converted for turbojet engines. However, the section for turbojet engines was not yet in operation. (10)

Hangar 7.

25X1 8. In Hangar 7, aircraft were repaired by members of technical unit [redacted]

Miscellaneous.

25X1 9. On 11 March 1952, six very heavy crates, about 1.50 x 2 x 6 meters, were unloaded from boxcars parked at Hangar 4. (12) On 24 April, four MiG-15s were parked in front of this hangar. The wings were dismantled from two of the MiGs and packed in special crates. Work on the engines was not seen.

25X1 10. [redacted]

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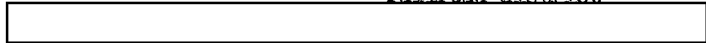


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- 4 -

(1) Destination: Berlin  
Receiver: Unit, [redacted]  
Dispatching station: Balashikha, Dzerzhinsky, Moscow  
railroad district

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(2) Destination: not stated  
Receiver: Unit [redacted]

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Dispatching station: Balashikha

Sender: Military Base [redacted]

25X1

[redacted] quantity 26

(3) Receiver: Unit [redacted] for Unit [redacted]

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[redacted] quantity 1

Weight: 150 kg

Sender: Military Base No 14

(4) Information for the depot. One crank shaft and one gear shaft complete are issued by the depot.

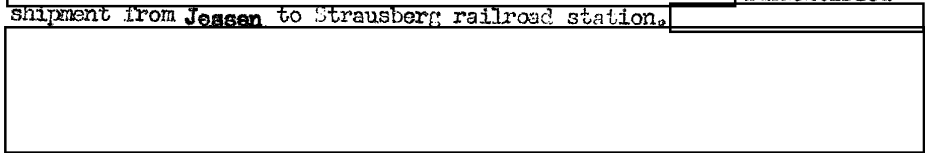
Crank shaft No 3232  
Gear shaft No 5410  
Packing box for crank shaft No 1 to 2  
Packing box for gear shaft No 1 to 2  
Chief of USGD (or ZSGD).

d. One handbook on the storage of L-11 aircraft engines to be handled at military units and at the plants.

e. "Blotnot of the Agitator of the Soviet Army" No 21, dated 25 July 1951. The handbook also gives information and technical data on the hydropower plant in Kuibyshev including plant capacity annual output at medium water level, power distribution etc.

f. [redacted] unidentified shipment from Jessen to Strausberg railroad station. [redacted]

g.



[redacted] Comments.

(1) The present report supplements and confirms previous information. [redacted]

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(2) [redacted] For layout sketch of repair facilities, see Annex 1.  
(2) Major Iukinov (inu) is reported for the first time.

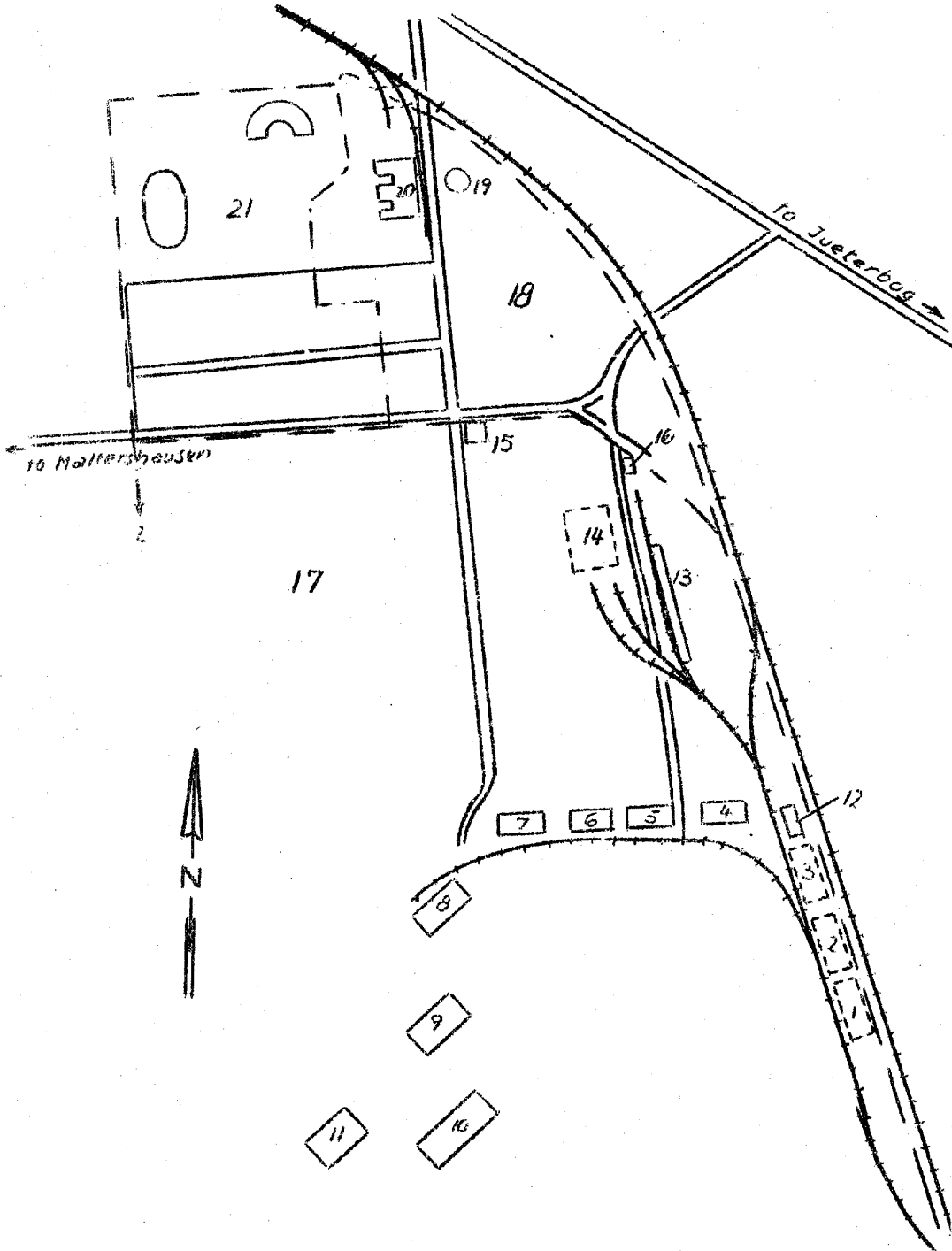
[redacted] technical unit stationed at Jueterbog Altes Lager Airfield.

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Aircraft Repair Facilities at Jueterbog, Altes Lager Airfield

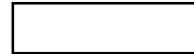


not to scale

Legend: see next page.

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Annex 1

- 2 -

Legend:

- 1 to 3 Destroyed or dismantled hangars.
- 4 to 11 Hangars, the numbers correspond with the numbers referred to in the report.
- 12 Engine test stand.
- 13 Storage facilities for food and clothing.
- 14 Former workshop, destroyed.
- 15 Guard house No 1.
- 16 Guard house No 2 .
- 17 Billets of the flying unit.
- 18 Billets of the technical Unit  25X1
- 19 Former radar set on a tower.
- 20 Aircraft repair plant.
- 21 Army billets.

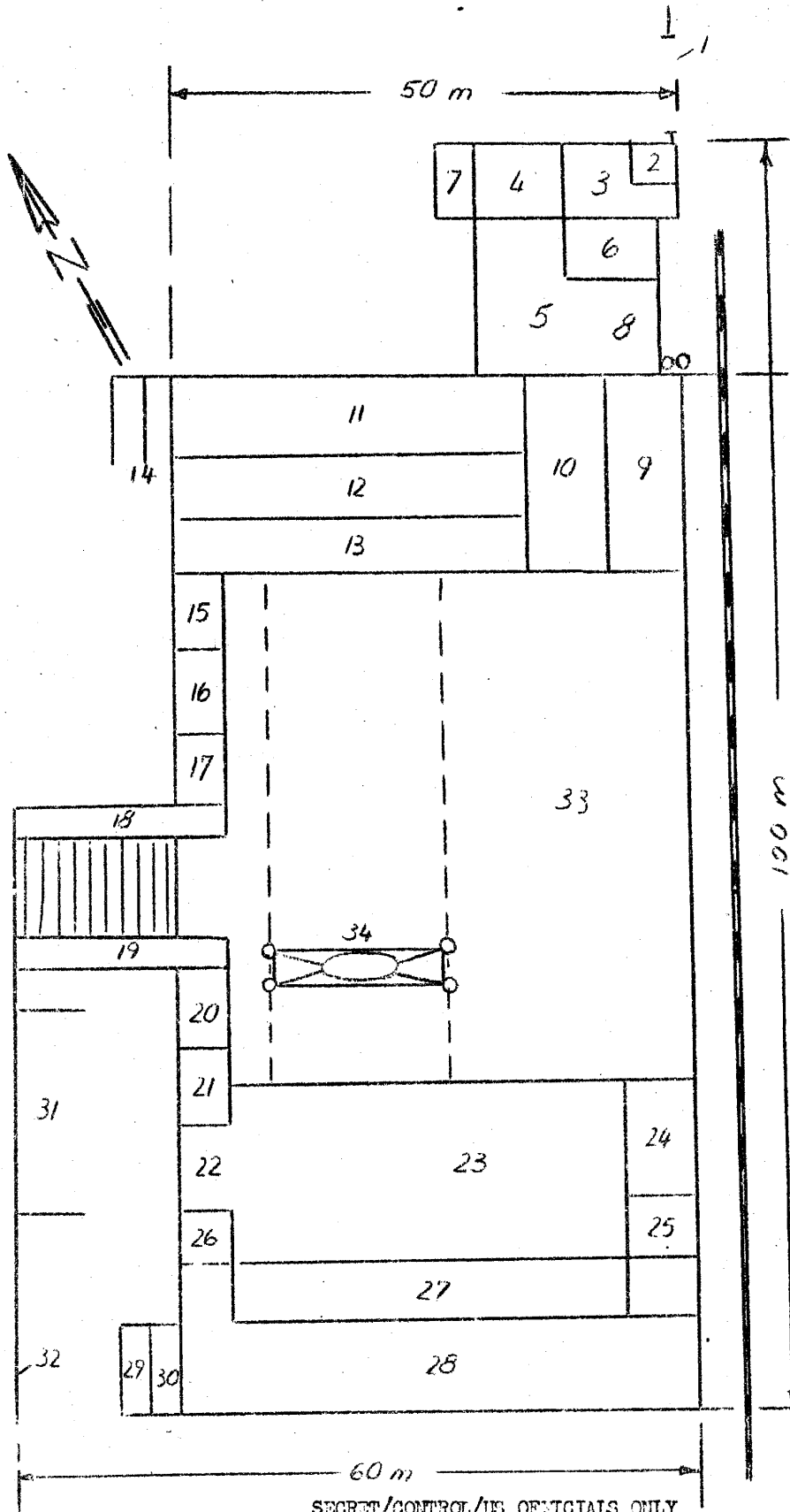
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Repair Plant for Aircraft Engines in Hangar 20 at Jueterbog Altes Lager Airfield



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*not to scale*



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Annex 2

- 2 -

Legend.

1. Entrance gate
  2. Guard station
  3. Storage room for 5-cylinder radial engines
  4. 6 Garages
  5. Store for metal pipes and sheet metal
  6. Compressor station with three compressors
  7. Painting and varnishing shop
  8. Carpenter shop. Three or four Soviet soldiers worked here
  9. Plumbing shop, hardening shop and foundry equipped with electric hardening furnaces
  10. Fitting shop with nine or ten Russian civilians
  11. Lathe shop equipped with 25 to 30 milling and planing machines and lathes. Work force: between 10 to 20 Soviet soldiers
  12. Welding department with electric and autogenous welding apparatuses. Work force: 1 or 2 Soviet soldiers
  13. Forge
  14. Showers
  15. Heating plant
  16. Workshop. Work force of this section and the electric workshop together: 4 Germans and 5 or 6 Soviet soldiers
  17. Galvanizing shop with 12 generators for direct current up to 3,000 amperes. Work force: two shifts with four Soviet soldiers each
  18. Grinding shop for cylinders
  19. Ventilator station and sand blasting
  20. Overhauling shop for turbojet engines
  21. Assembly shop for turbojet engines. Off limits for Germans
  22. Testing department for overhauled single parts of turbojet engines
  23. Testing department for single parts of turbojet engines
  24. Cleaning department for piston engines
  25. Workshops for motor parts
  26. Assembly shop for piston engines
- 22 to 23 have a work force of two Soviet engineers and 35 soldiers

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Annex 2

- 3 -

- 29 Electric workshop
- 30 Power station equipped with two Diesel engines and two generators one for 125 KVA, the other for 75 KVA, and a switching station
- 31 Storage shed for piston engines
- 32 Wall, two meters high
- 33 Assembly shop for aircraft, occupied by old trainers, biplanes without wings
- 34 Single-track electric crane suspended from double T girders

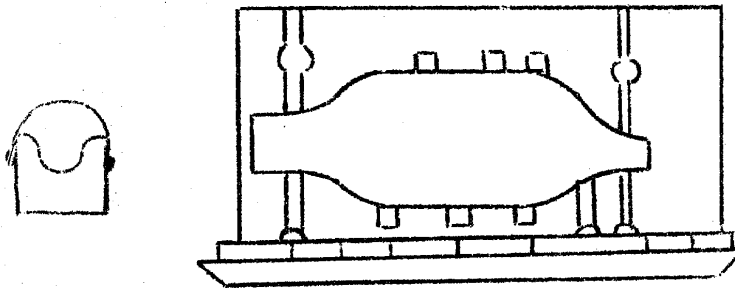
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Annex 3

Shipping Crate for Turbojet Engine Observed at Jeterbox Altes Lager

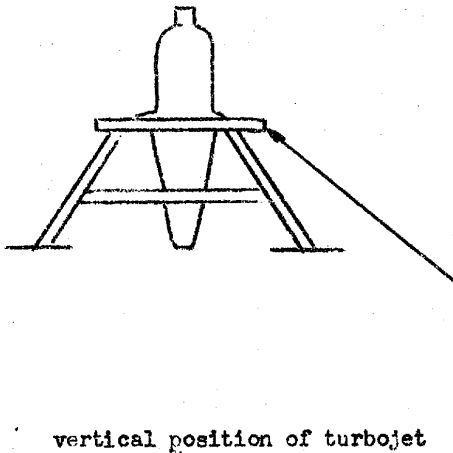
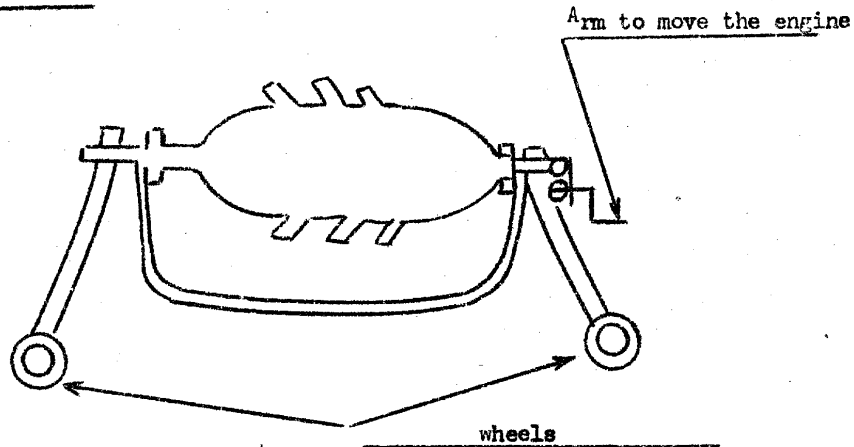


The bulgy engine extends about 2.2 m in length and has a diameter of 0.8 to 1 meter. The crate measures about 1.5 x 1.8 x 2.3 meter. The support of the engine is rigidly fitted to the crate. The crate is open and is put over the engine and fastened to the sled.

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Special Jig for Turbojet Engines Observed at Jueterbog Altas Lager

sketch 1

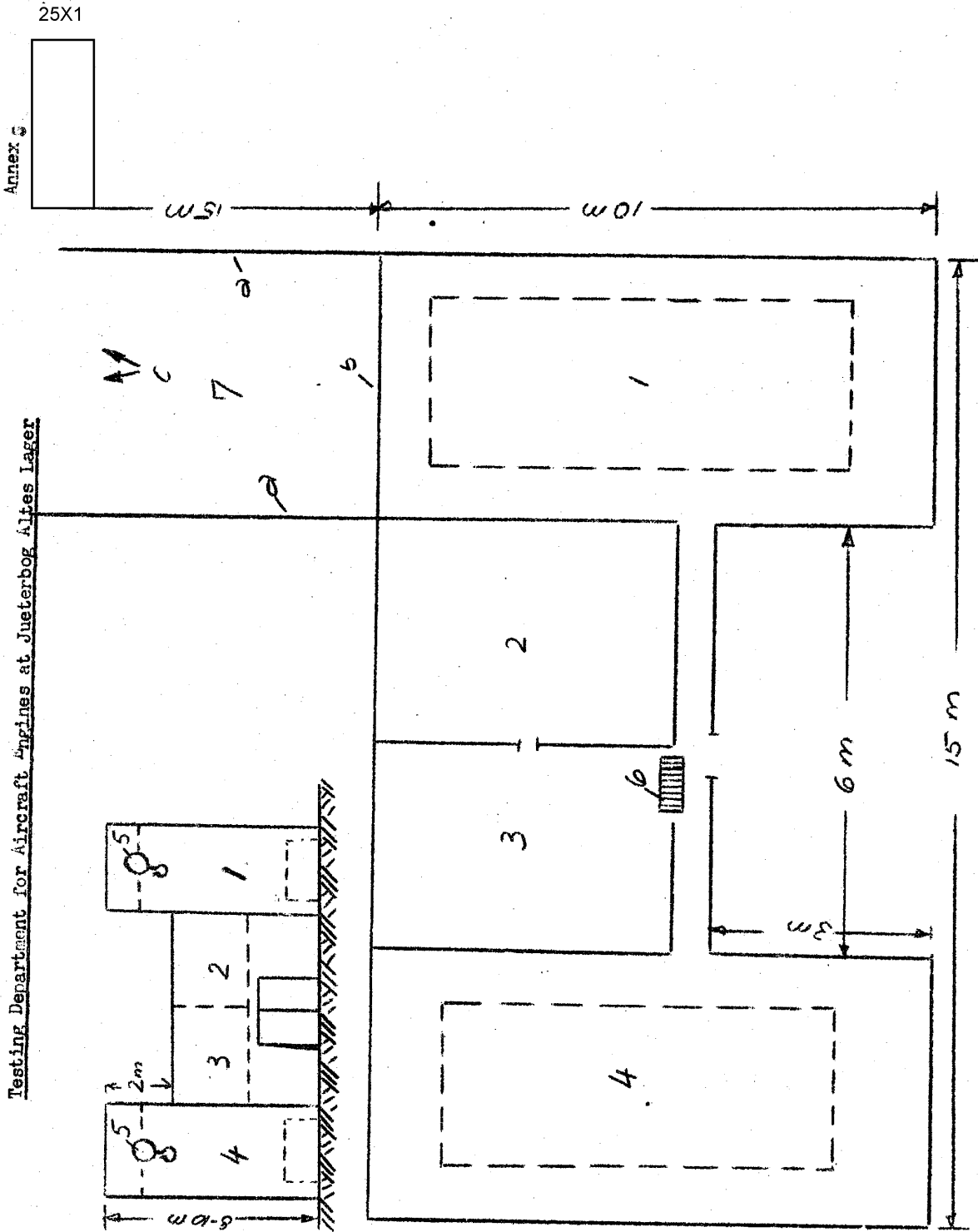


Sketch 2

vertical position of turbojet engine. The jigs are generally constructed of metal, the platforms are sometimes of wood.

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not to scale



Testing Department for Aircraft Engines at Jueterbog Altes Lager



not to scale

Legend: see next page.

and for

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Annex 5

- 2 -

Legend.

- 1 Test stand for turbojet engines
- 2 Control stand for 1. There is a window between 1 and 2
- 3 Control stand for the test stand for piston engines (4)
- 4 Control stand for piston engines
- 5 Pulleys for the transport of engines on rails
- 6 Stairs leading to the elevated control stands
- 7 Air funnel
  - a Wooden walls
  - b Sliding door
  - c Slanting wall of heavy wooden planks

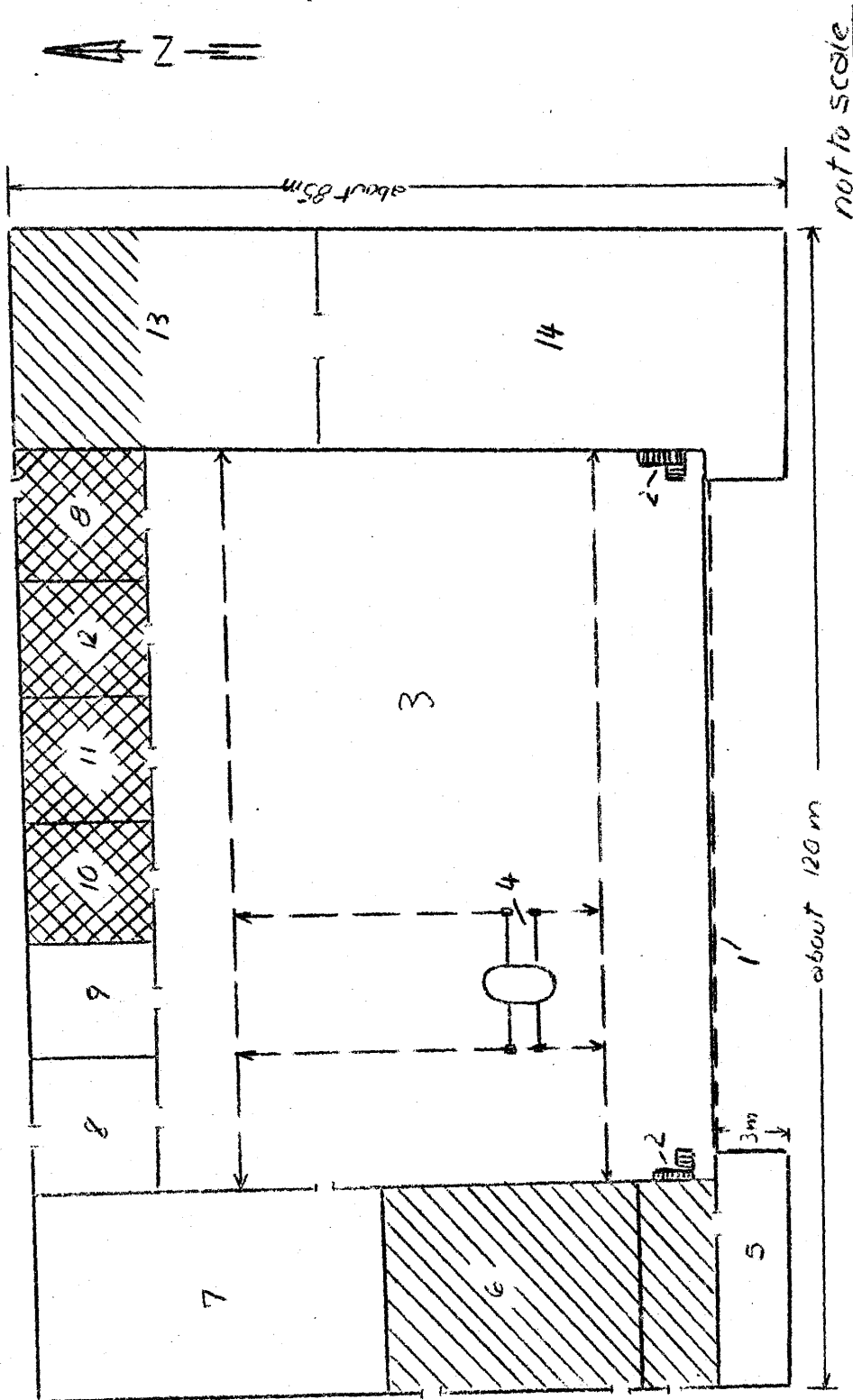
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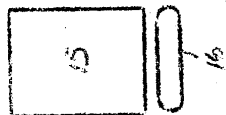
Annex 6

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Hangar 7 of Jüterbog Altes Lager Airfield, Groundfloor.



not to scale



with basement

with heating plant in the basement

Legend: see next page.

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Annex 6

- 2 -

Legend.

Dimensions: 120 x 85 x 8 - 10 meters

- 1 Sliding iron door, about 5 meters high
- 2 Iron stairs leading to the second floor
- 3 Assembly hall
- 4 Assembly crane
- 5 Plumbing shop
- 6 Carpenter shop
- 7 Repair shop for propellers
- 8 Stairs leading to the wash rooms
- 9 Storage room
- 10 Forge and welding shop
- 11 Fitting shop
- 12 Assembly shop for landing gears and tail wheels
- 13 Repair department for landing gears and tail units
- 14 Assembly shop for single engine aircraft
- 15 Compressor station of the building
- 16 Airpressure boiler, capacity 36,000 liters, pressure 6 atmospheres

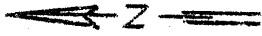
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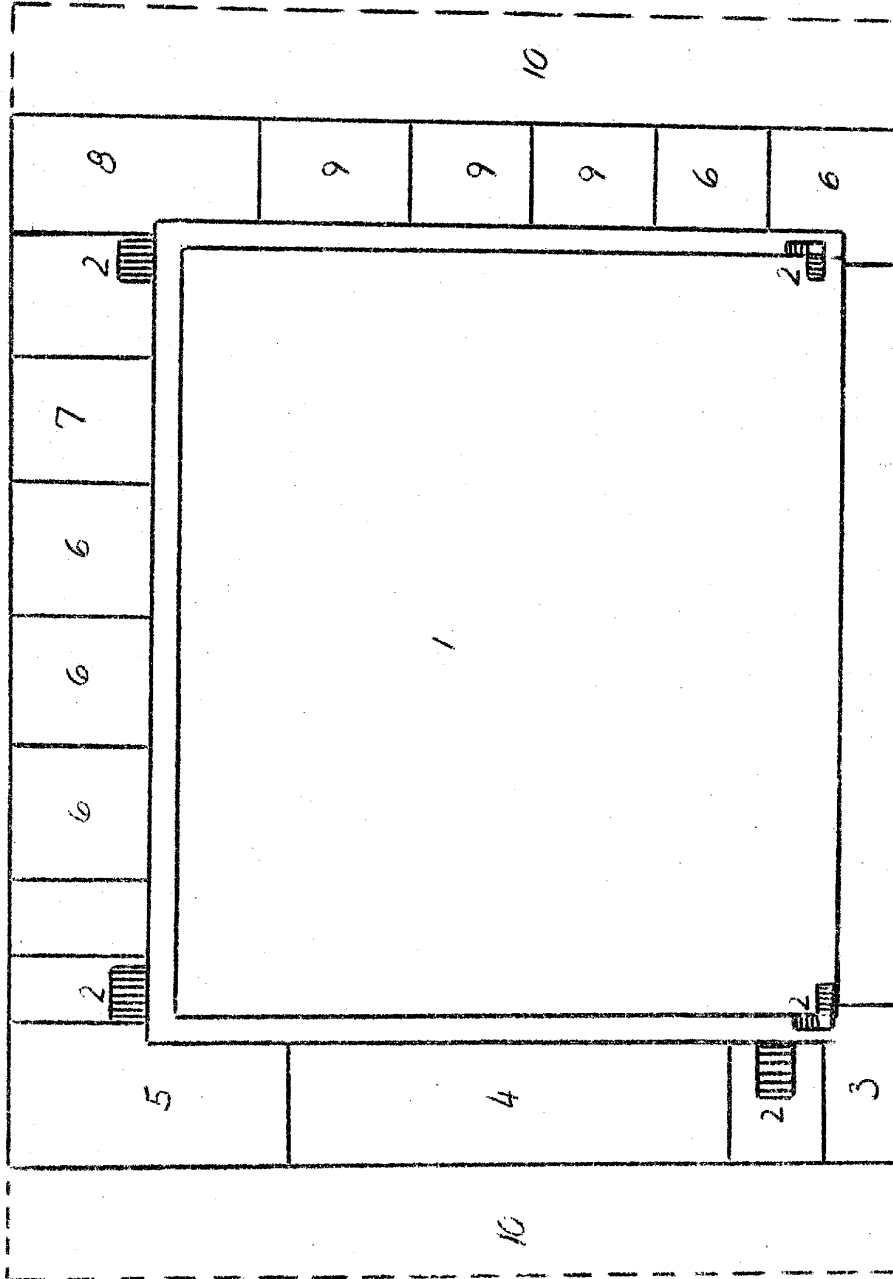
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Annex 7

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Hangar 7 of Jueterbog Aites Lager Airfield, Second Floor



not to scale

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Legend: See next page.

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Annex 7

- 2 -

Legend.

- 1 Assembly shop extending through both floors
- 2 Stairs
- 3 Repair shop for aiming devices
- 4 Repair shop for aircraft armament
- 5 Magneto workshop and electric workshop
- 6 Offices
- 7 Workshop for optical instruments
- 8 Workshop for aeronautical instruments
- 9 Workshop for radio instruments
- 10 Roof of ground floor

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