

INTELETYPE

COUNTRY Germany (Soviet Zone)

REPORT NO. [redacted]

25X1

TOPIC Staaken Airfield

25X1 EVALUATION [redacted]

PLACE OBTAINED [redacted]

25X1

DATE OF CONTENT [redacted]

25X1

DATE OBTAINED [redacted]

DATE PREPARED 16 July 1952

REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

[redacted]

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1. Between 7 a.m. and 12:30 p.m. on 14 May 1952, twin-engine aircraft were flown at Staaken airfield. About 15 take-offs were made in elements of two with intervals of about 1 minute between the two planes. The aircraft flew in the vicinity of the field for 15 minutes. They landed on a specially marked section of the runway. On 21 May, 2 twin-engine planes and 1 high-wing monoplane were observed at the field. No flying or other activity was observed there. Between 8:10 and 10 a.m. on 28 May, there was flying activity by three twin-engine planes which took off successively and assembled in the vicinity of the field. They flew at an altitude of 300 to 400 meters. Three take-offs were made by three planes each. The aircraft remained aloft for about 30 minutes. A high-wing monoplane was also in the air. Its landing could not be observed. Three twin-engine planes and 1 high-wing monoplane were parked at the field.

2. Five trucks, including two [redacted] were parked on the edge of the field. Another truck [redacted] was also observed at the field.

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3. Between 23 May and 12 June, there was only a little day flying over the field. Night flying was observed almost every night between 10 p.m. and about 2 a.m. Take-offs and landings were practiced. At 5:30 p.m. on 23 May, six Li-2s were parked at the field. At 1:45 p.m. on 25 May, 4 aircraft were observed in front of the hangars and 2 planes inside the hangars. At 7:45 p.m. on 1 June, six planes were parked in front of the hangars. At 1:45 p.m. on 8 June, planes observed at the field included 4 in front of the hangars and 2 in the hangars.

4. The six to eight large fuel containers, which had been previously observed located half underground on the northern section of the field, were dug out in mid-May and dispatched by rail.

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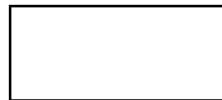
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5. On 26 and 27 May, [redacted] trucks [redacted] were used for hauling flasks from the nearby hydrogen works to the field.

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6. At 7:55 p.m. on 11 June, [redacted] three DC-3s were parked in front of an open hangar and that another DC-3 was parked inside the hangar at the field. At the same time, there was flying by two biplanes. Between 4:45 and 5:30 p.m. on 13 June, no air activity was observed at the field. Two DC-3s were parked at the field.

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7. No change was observed on the radio installations in the western section of the field. Two soldiers wearing black-bordered epaulets took down a two-wire line coming from Dallgow. The field appeared to be poorly maintained when compared with the condition during the previous year. Truck [redacted] entered through the main entrance.

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8. On 14 June, twin-engine plane and 2 biplanes were parked at the field. Three new wooden houses and a radio installation with one mast were about 300 meters west of the field. About 10 meters from the radio installation there was a very high frequency landing beacon. *

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* [redacted] Comment. The report does not indicate any changes in the occupation of the field and the air activity conducted by the air transport regiment stationed there. The very high frequency landing beacon is reported for the first time.

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