

COUNTRY Eastern Germany

REPORT NO.

TOPIC Werneuchen Airfield

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED

4 November 1952

REFERENCES

PAGES 6

ENCLOSURES (NO. & TYPE)

REMARKS

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REF

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1. Throughout the day on 26 August 1952, air activity was observed at Werneuchen airfield. Night flying was practiced on 28 and 29 August. On 1 September, all the jet bombers were covered with tarpaulins. There was air activity at the field on 2, 3 and 4 September. Night flying was observed on 5 September. On the morning of 5 September, 35 jet bombers of both types, 4 Yak-11s and 2 Li-2s were counted at the field. Four IL-28 planes [redacted]

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2. On 29 August, construction work started on a concrete road to the southern fuel dump. The road will extend from the southern taxiway, pass along the entrance to the target ranges, along the elevated bunker, about 70 meters along the eastern border of the barracks installation toward the southeast to the end of the spur track which leads to the fuel dump. The fuel dump will not be located in the woods, but about 30 meters north of the edge of the woods, west of the end of the spur track. [redacted] the dump will probably consist of 48 containers [redacted]

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On 29 August, 24 containers were seen there. [redacted] on a construction plan in the construction bureau that the containers will be installed in groups of 12 on concrete pedestals in one hole. The spur track was serviceable as far as the dump. The filler necks for the fuel containers were observed at the end of the spur track. There were two filling stations. (1)

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3. Four additional dispersal areas are to be constructed at the eastern third of the southern taxiway. (2) One-man bunkers were being erected for the sentries. (3)

4. [redacted]

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5. The following air activity was observed at the field between 1 and 13 September:

1 September. Between 12:30 and 7 p.m., there was no air activity by jet bombers at the field. A twin-engine transport plane took off at 12:45 p.m. and landed at 12:50 p.m. Another twin-engine transport took off at 1:10 p.m. and landed at 1:20 p.m.

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2 September. Between 6:30 a.m. and noon, two type-30 jet bombers [redacted] practiced taking off and landing. Six IL-28 jet bombers individually took off at 8:30 a.m., individually headed west, and landed at 9:30 a.m. A twin-engine transport with double rudder assembly and towing an air sleeve took off at 8:15 a.m., headed west and landed at 9:45 a.m. When the plane returned to the field, the sleeve target was torn. At 8:30 a.m., a twin-engine transport took off.

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3 September. Between noon and 6 p.m., four IL-28 jet bombers and a type-30 jet bomber [redacted] practiced taking off and landing. Take-offs were made by a twin-engine transport with double rudder assembly at 6:15 a.m. and a twin-engine transport at 8:45 a.m.

4 September. There was air activity between 7 a.m. and noon and between 2 and 6 p.m.

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5 September. At 6:30 a.m., a B-25 plane [redacted] took off.

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Between 8:15 and 9:30 a.m., an IL-28 jet bomber [redacted] practiced take-offs and landings. A twin-engine plane [redacted] took off at 9:25 a.m. and landed at 9:40 a.m.

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6 September. A type-30 jet bomber took off and landed twice between 6 and 6:20 a.m. There was a slight ground fog.

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8 September. No air activity was observed between 1 and 7 p.m.

9 September. A twin-engine transport plane [redacted] took off at 11:20 a.m. and landed at 1:25 p.m.

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10 September. Take-offs and landings were practiced by a type-30 jet bomber between 7 and 8 a.m. Ten IL-28 jet bombers took off one after the other at 8 a.m., assembled in wedge formation over the field, the right flight consisting of four planes. The formation headed east and returned in the same formation about 9:20 a.m. Up to noon, take-offs and landings were practiced by jet bombers. Two type-30 jet bombers and 7 IL-28 planes practiced taking off and landing between 1 and 4:35 p.m.

11 September. There was air activity by jet bombers between 7 a.m. and noon and between 1 and 5 p.m.

12 September. There was air activity between 7 a.m. and 4 p.m. by 3 type-30 planes [redacted] and 10 IL-28 jet bombers with [redacted].

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At the end of air activity, two red ground signals were fired from a radio truck. During the exercise, two radio trucks [redacted] were parked at the runway.

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13 September. No flights were observed between 5 and 8 a.m. Between 1 and

13 September, night flying was only practiced on 2 September after 8 p.m.

6. Between 30 August and 12 September, the following fuel shipments arrived at the field:

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Date	Number of Railroad Tank Cars	From	To
30 August	12	Hiesa Harbor	[REDACTED] 25X1
6 September	6	"	
7 "	6	"	
8 "	8	"	
10 "	19	"	

25X1 [REDACTED] that six boxcars with bombs from Buckau arrived at the field on 3 September. Same informant also stated that a train from Jueterbog arrived at Werneuchen railroad station at 10 p.m. on 30 August and that the shipment was immediately shunted to werneuchen airfield. The train returned from Werneuchen to Jueterbog at 3 p.m. on 31 August. It consisted of 6 boxcars loaded with officers and EM and some flatcars loaded with 6x37-mm AA guns and 6 trucks.

7. The B-25 plane had two tubes, each about 20 cm long, on the underside of its fuselage, one tube on either side under the plexiglass canola. One wire each was strung from the tubes to another tube at the bottom side of the fuselage about 2.5 meters forward of the fuselage end. On these tubes or wires, the sleeve target was attached. (5)

25X1 8. On 5 September, [REDACTED] a jet bomber had left a trace on the wet taxiway. The width between the wheels of the landing gear was estimated at 7 meters. When a IL-28 jet bomber [REDACTED] 25X1 25X1 [REDACTED] taxied over the taxiway, [REDACTED] the wings projected beyond the edges of the taxiway by 1 meter on each side. As the taxiway has a width of 18 meters, the jet bomber must have a wing span of about 20 meters. The jet bomber [REDACTED] 25X1 had a lamp, about 6 cm in diameter, fitted at the middle of the landing gear of its nose wheel. Similar lamps with bright light were observed on other jet bombers. (6)

9. Correcting a previous observation [REDACTED] 25X1 the landing lights on the jet bombers are fitted on the outsides of the rear third of the jet engines. At the front third of the jet engine, there was a round gray green protrusion, similar to a porthole, about 15 cm in diameter. (6)

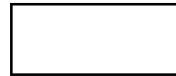
25X1 10. On 12 September, [REDACTED] [REDACTED] A dark metal plate of the same color, 1 to 2 cm thick and 10 to 15 cm in diameter, was fitted at the outside of each tube. On the underside of the same plane there was a rectangular plate 50 cm square, about 20 cm aft of the belly turret. (7)

11. Some of the hexagonal concrete bunkers, which had arrived in July, were set up. One bunker was about 500 meters east of the fuel dump; another one was about 300 meters southeast of the first bunker, and two additional bunkers were being erected in the area of the hangars and barracks buildings. (3)

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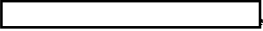



12. Excavation for the new fuel dump was in progress. A concrete road, 12 meters wide and with a 12-cm concrete cover was being built. It extended from the new fuel dump, along the elevated bunker to the dispersal area in front of the hangars. The railroad siding behind the hangars was being extended as far as the new fuel dump, so that the railroad tank cars can be shunted to the fuel dump. (1)

13.  25X1

14. The following observations were made at the field between 29 August and 15 September:

29 August. Between 6 a.m. and 6 p.m., jet bombers of both types,  25X1

 practiced flying. The sky was partly cloudy. Between 7:55 p.m. and about 1:30 a.m., night flying was practiced by jet bombers.

30 August. Between 6:30 and 11 a.m.,  local flights were made by jet bombers. 25X1

31 August. There was no air activity.

1 September. About 36 IL-28 and type-30 jet bombers were parked in front of the hangars without any pattern. Between 8 a.m. and 3 p.m. take-offs were made by transport planes.

2 September. Between 5:50 a.m. and noon, individual take-offs were made by jet bombers. The sky was almost overcast. Night flying was practiced after 8 p.m.

3 September. There was air activity between 6 a.m. and 4 p.m.


4 September. Between 6:50 and 8:50 a.m., individual take-offs were made at irregular intervals. The planes remained aloft for 30 to 50 minutes.

5 September. Jet bombers practiced flying between 6:30 and 11 a.m. It was raining.

6 and 7 September. There was no air activity. About 5 p.m. on 6 September, about 36 jet bombers were parked at the field.

8 September. There was no flying.

9 September. No air activity was observed throughout the day. 25X1


10 September. Between 6:30 a.m. and 4 p.m., jet bombers practiced flying. 

11 September. No air activity was observed at day or night.

15 September. Flying started at 6:30 a.m. and still continued at noon. Between 11:30 a.m. and 12:20 p.m., two single-engine biplanes circled over the field.

During the reported period, the jet bombers took off and landed on and beside the runway.

15. On 1, 6 and 9 September, AA guns with an estimated caliber of 85 mm were observed in the northwestern corner of the airfield. Nearby, motor vehicles were parked in a recently erected garage.

16. On 5 September at 1:30 and 1:45 p.m., blasting was in progress on the southern edge of the field, west of the western hangar. Three small tents were observed on the southern edge of the field near a nursery.  material was hauled to the western edge of the field. 25X1

17. The shrapnelproof aircraft revetments were under construction on the northern edge of the field, east of Verneuchen-Hirschfelde road.

18. 

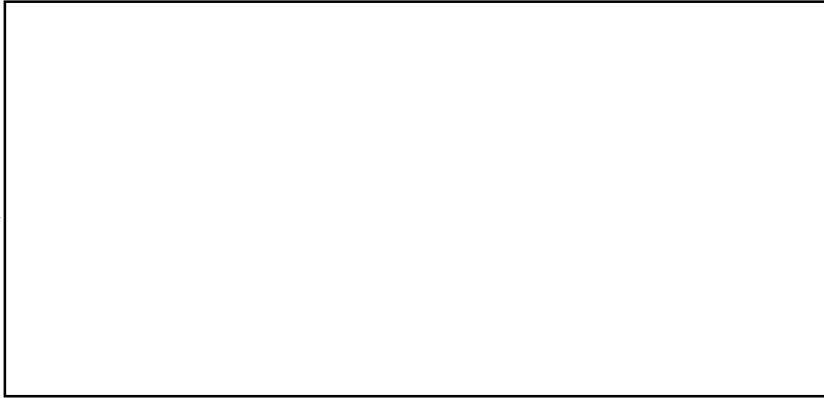
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19. The following observations were made at the field between 2 and 11 September 2 September. [redacted]

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3 September. Between 10 a.m. and 1:10 p.m., take-offs and landings were made by six Li-2s which headed northwest and also returned from the same direction.

4 September. Between 7:15 a.m. and 3 p.m., there was air activity by IL-28 jet bombers, [redacted]

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5 September. After 6:30 a.m., individual jet bombers practiced local flying. Two or three aircraft were in the air at the same time. It was raining, and the cloud base was low.

9 September. An IL-28 jet bomber took off at 10 a.m., circled once over the field and then landed.

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11 September. There was air activity between 7:10 a.m. and 1:15 p.m. A plane towing a sleeve target flew between 3 and 3:30 p.m. The air sleeve was dropped before the landing. A jet bomber took off at 2:30 p.m. The plane taxied under its own power from the hangars to the east end of the runway where both engines were run up. At about the middle of the runway, the plane was airborne. At 3 p.m., the craft landed touching ground at the east end of the runway and taxiing almost along the entire length up to the west end of the runway. Two radio trucks each with a mast, 3 sacs and 1 red fire truck were parked on the southeastern dispersal area.

20. On 11 September, four radio masts were observed about 300 meters east of the eastern end of the runway. About 50 meters to the east, there were 1 radio truck and 4 radio masts. The barbed wire fence was completed between the railway crossing north of Wersuchen and the fuel dump. The western half of the wire fence just north of the runway was torn down. (9)

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[redacted] Comments.

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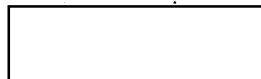
- (1) The fuel dump was reported several times. For last report, [redacted] For location of concrete road to the fuel dump, see Annex 1.
- (2) The construction of additional dispersal areas is connected with improvement work at the airfields in Eastern Germany.
- (3) These one-man bunkers were distributed to various airfields from Brandenburg-Arado. The erection of such bunkers is connected with the increasing active defense measures at the airfields in Eastern Germany.

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- 25X1 (4) The arrival of AA guns at werneuchen coming from Jueterbog was reported previously. [redacted] However, it appears improbable that the same guns were again returned to Jueterbog on the next day. It is believed that an AAA battery was shipped back to the Jueterbog gunnery range for firing practices.
- (5) This is the first information about the method of attaching the sleeve target on a B-25 plane.
- 25X1 (6) The wing span of the IL-28 plane was believed to be 19.8 meters until another [redacted] a wing span of 22 meters in Brand. [redacted] 25X1  
According to the present report, however, a wing span of 20 meters (19.60 meters) seems to be correct. The observations about the presence of lamps on the extended landing gear of the IL-28 plane differ. The present report is believed to be correct [redacted] 25X1  
For location of landing lights on the IL-28 plane, see Annex 2. The purpose of the porthole is not known, but it is assumed that the so-called portholes are apertures of a definite section of the engine.
- 25X1 (7) The attachments observed on the IL-28 plane were previously reported by another [redacted] it is not known whether the attachments mentioned previously and in the present report are the same; their purpose is not known. The plate fitted aft of the belly turret, which is also visible [redacted] 25X1  
was previously reported to have a larger size. [redacted] 25X1  
purpose is also unknown.
- 25X1 (8) A sketch on a shrapnelproof aircraft revetment was forwarded previously. [redacted] 25X1  
[redacted] A possible change in the concrete structure of the revetment was indicated. It is unknown whether the new design will be finally approved. See sketches 3 and 4.
- 25X1 (9) Werneuchen airfield is still occupied by two jet bomber regiments equipped with about 36 IL-28 and type-30 jet bombers in addition to some B-25 and Yak-11 planes. The six Li-2s which were observed on 2 September 1952 probably landed at the field in connection with an air transport mission. Air training which continued on the previous level included attacks at air sleeves, flights in formations and by individual aircraft at day and night. [redacted]

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Road to Southern Fuel Dump at Werneuchen Airfield

Legend:

- A New concrete road
- a Elevated bunker
- b Showers
- c Spur track
- d Former target range, now aircraft ammunition dump
- e Holes for fuel containers
- f Filler necks
- g Turning apron

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Top View of Shrapnelproof Aircraft Revetment at Wernauhen Airfield

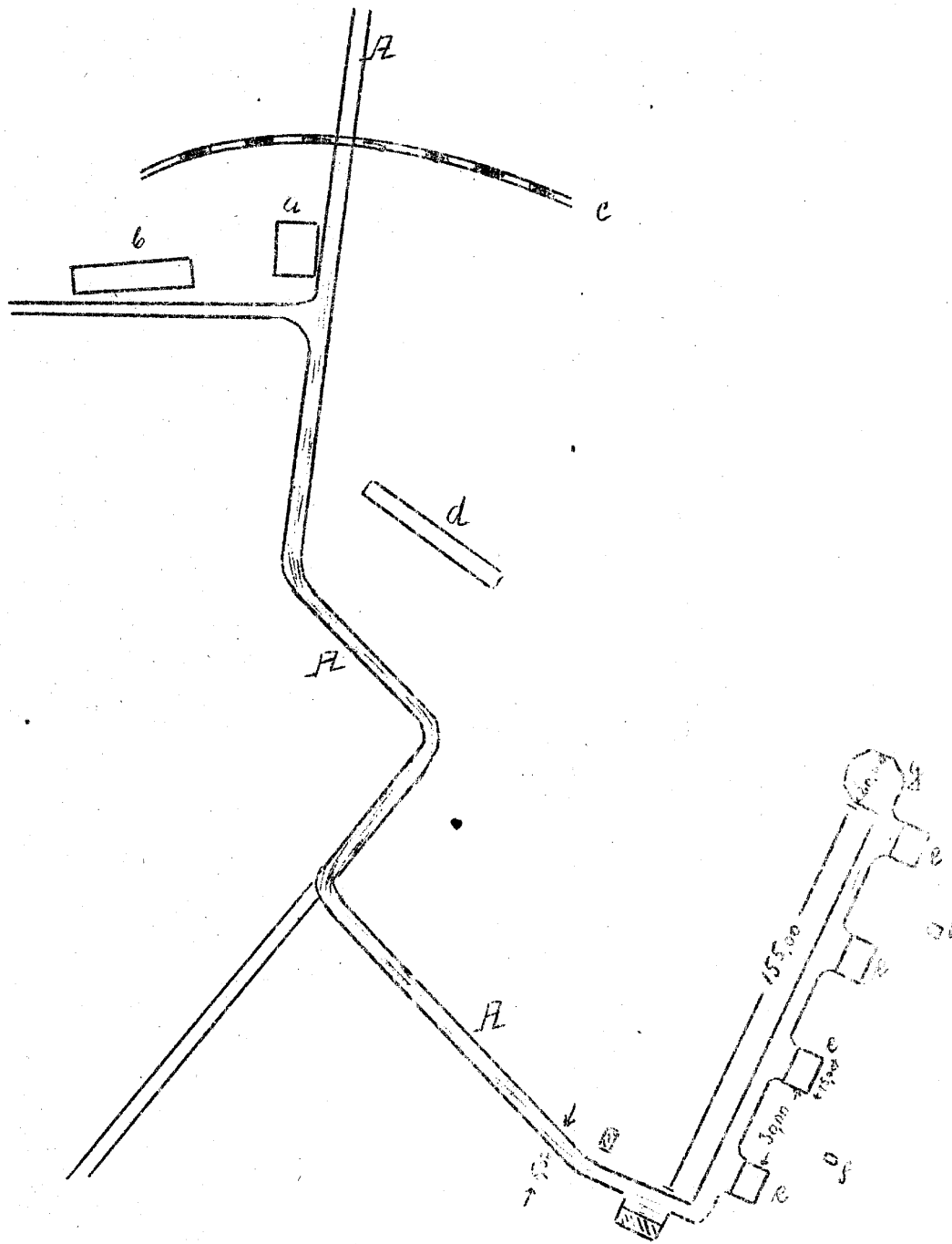
Legend:

- A Ground surface
- B Concrete platform
- C Emergency exit with splinterproof protection
- D Concrete

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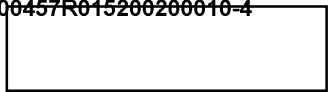


Road to Southern Fuel Dump at Horneuchen Airfield

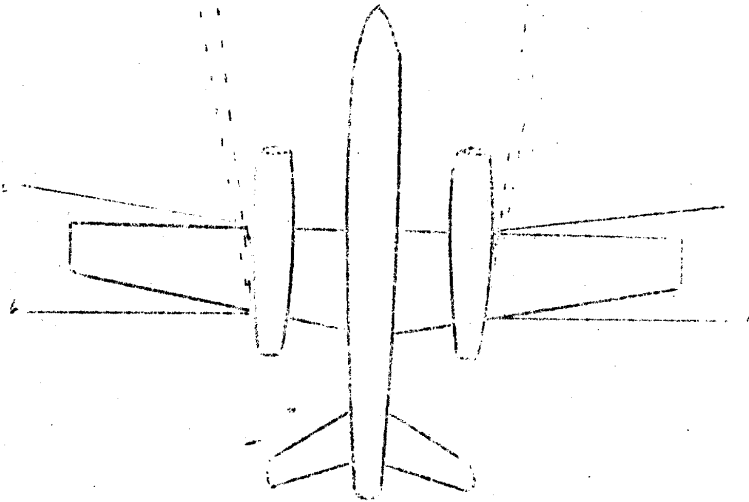


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For legend, see next page.



Type-27 Plane Observed at Werneuchen Airfield



Legend:

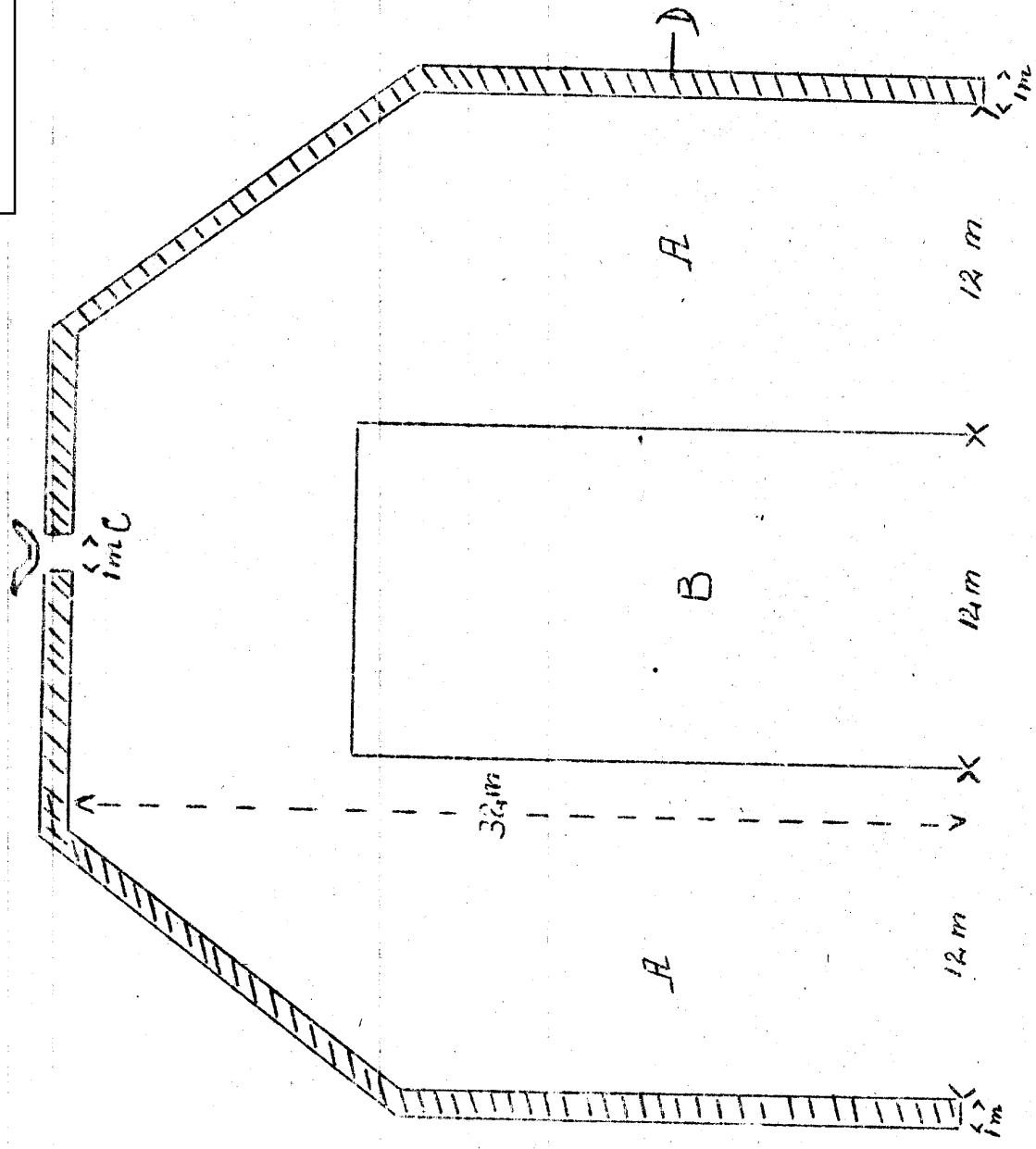
- a Protrusion of undetermined purpose
- b Landing light

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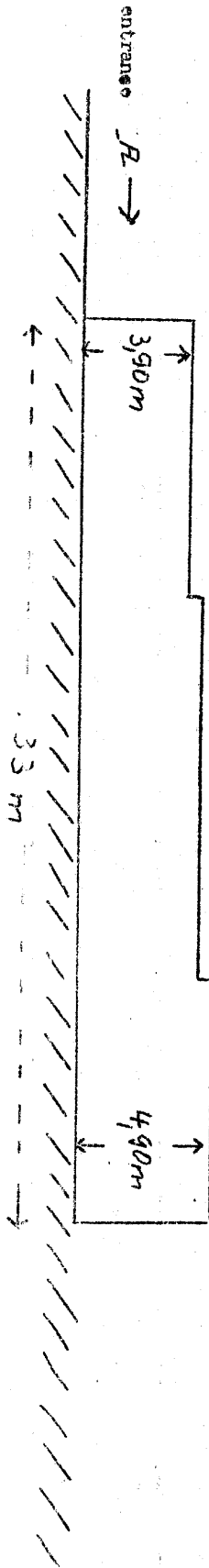
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Top View of Shirane Proof Aircraft Revetment at Tachibana Airfield

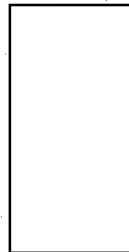


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Side View of Shrapnel-proof Aircraft Revetment at Yermuchenk Airfield

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