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MAY 1949

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CENTRAL INTELLIGENCE AGENCY

REPORT [Redacted]

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 6 April 1951

SUBJECT Airfields

THIS DOCUMENT HAS AN ENCLOSURE ATTACHED

NO. OF PAGES

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PLACE ACQUIRED: [Redacted]

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[Redacted]

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reports on airfields in the Russian Zone of Germany

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Subject: Barracks under construction at Marienehe Airfield, Rostock

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Date of Information: [Redacted]

Place Acquired: [Redacted]

Date Acquired: [Redacted]

Evaluation: [Redacted]

Date of Report: 5 February 1951

[Redacted]

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1. Two large, two-storey wooded buildings have been constructed on the southern border of Marienehe Airfield at a point about 100 meters from the railway line which runs to Warnemünde. In addition to the two buildings several barracks have been built, scattered, throughout the area. For the past two weeks 200 to 300 laborers have been engaged in clearing the area of debris. The purpose of the new buildings is unknown.

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2. ([Redacted] **COMMENT:** [Redacted] the work on the barracks was reported to be under way early in September 1950. [Redacted] the barracks were being built between the former airport buildings. [Redacted] the Marienehe Airfield was formerly a part of the HEINKEL plants at Rostock, and has a total of 6 take-off runways which vary from a minimum of 820 meters to a maximum of 1275 meters in length. The field is not used by the Soviet air force. The reason for the current construction and clearing project is thus far unknown.)

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KOETHEN Aerodrome Sitrep. (10 - 20 Jan. 51)

1. Aerodrome installations

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A number of German labourers are still employed at KOETHEN Aerodrome on the repair and renovation of the recently completed concrete runway. This runway, which is built in sections, has become undulating and bumpy due to the nature of the sub-soil which is clay. The various sections of the runway have sunk to different depths varying between 6 and 12 inches and this has caused the concrete to crack in a number of places.

It has been observed that since the runway was completed it has NOT been used by aircraft. German labourers engaged on this work state that this damage has been caused by the lack of a good underlay of broken stones; only sand and cinders were used to form this underlay.

2. Aircraft count

On 13 Jan 51 a total of 9 YAK 9's and 6 IL 10's and 1 PO 2 were observed dispersed on the field. On 16 Jan 51, 22 YAK 9's and 14 IL 10's plus 1 PO 2 were observed on the field. A number of other machines were in hangars on both days.

3. Flying activity

The following flying activity was observed on two days during the period.

a) 13th Jan 51

0930 hours	-	3 YAK 9's took off. Carried out circuits in formation at 500 m. and landed at 0947 hours.
0959 "	-	1 IL 10 took off, carried out circuits of KOETHEN town and landed at 1012 hours.
1020 "	-	1 YAK 9 and 3 IL 10's took off and flew away from the aerodrome. Their flight was not observed owing to mist; they landed separately at 1026 hours.
1050 "	-	1 IL 10 and 1 YAK 9 took off and flew separate circuits over KOETHEN landing at 1106 hours.
1115 "	-	2 IL 10's took off, carried out circuits in formation and landed at 1131 hours.

CONTROL

/1410 hours....

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- 1410 hours - 4 YAK 9's took off in formation, separated whilst in the air and each aircraft, singly, carried out aerobatics. (Steep spiral climbs, rolls, sharp turns and loops). They landed separately at 1429 hours.
- 1441 " - 1 PO 2 took off and did not return.
- b) 16th Jan 51
- 0850 hours - 4 YAK 9's and 3 IL 10's took off. 3 IL 10's flew in formation up to 800 m., peeled off one behind the other and carried out low-level attacks on the Aerodrome. Aircraft later separated and carried out, singly, further low-level attacks on the aerodrome. The 4 YAKS carried out aerobatics but not in formation. All aircraft landed between 0919 and 0920 hours.
- 0910 " - PO 2 took off and flew until 0945 hours in straight lines over the aerodrome. This flight appeared to be either for photographic or reconnaissance purposes. The PO 2 landed at 0945 hours.
- 0938 " - 3 IL 10's and 1 YAK 9 took off and carried out circuits over KORTHEM at heights of between 800 - 1,000 m. These flights took place at a higher speed than normal. All aircraft landed at 0954 hours.
- 1025 " - 3 YAK 9's and 2 IL 10's took off. The YAK 9's carried out aerobatics. (The IL 10's carried out dives down to zero feet, apparently mock attacks on the aerodrome). All machines landed at 1040 hours.
- 1030 " - 1 PO took off and landed at 1055 hours.
- 1040 " - 1 YAK 9 took off, carried out aerobatics (loops, rolls, steep turns, dives, spins). Landed at 1059 hours.
- 1100 - 1130 " - Aircraft run-up.
- 1135 " - 2 IL 10's took off and carried out circuits, landing at 1140 hours.
- 1319 " - 2 YAK 9's and 1 IL 10 took off, carried out separate circuits and landed at 1333 hours.
- 1349 " - 1 YAK 9 took off, carried out aerobatics and landed at 1412 hours.
- 1425 " - 1 PO 2 took off and did not return.

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/4.....

- 3 -

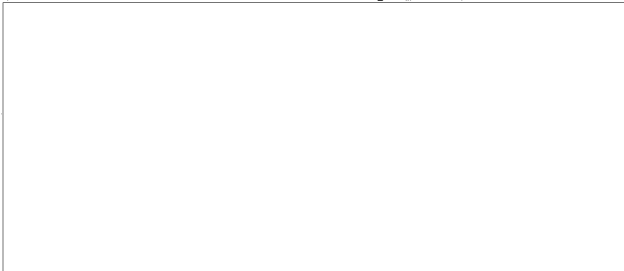


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4. Personnel

There is an estimated total of 12 - 1300 SAF personnel (blue shoulder-boards with black piping) stationed on KOETHIEN Aerodrome.



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ALTENBURG, NEURUPPIN and JUTERBOG/ALTES LAGER Airfields

1. ALTENBURG Airfield 28 Dec 50 and 7 Jan 51

Aircraft: Approx 30 LI 2s

Flying: From 4 Dec 50 - 7 Jan 51 - NO flying.

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General: Near the village of NOBITZ, building material has been dumped. Six wooden barrack huts have been erected.

2. NEURUPPIN Airfield 18 Jan 51 (0810-0900 hrs)

No aircraft were to be seen. The work on the runway is finished and the airfield is serviceable.

3. ALTES LAGER Airfield 9 Jan 51 (0800 hrs)

Approx 15 IL 10s
6/8 PO 2s

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Date of Information:

[Redacted]

Country: GERMANY (Russian Zone).

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Subject: WITTSTOCK AIRFIELD

[Redacted]

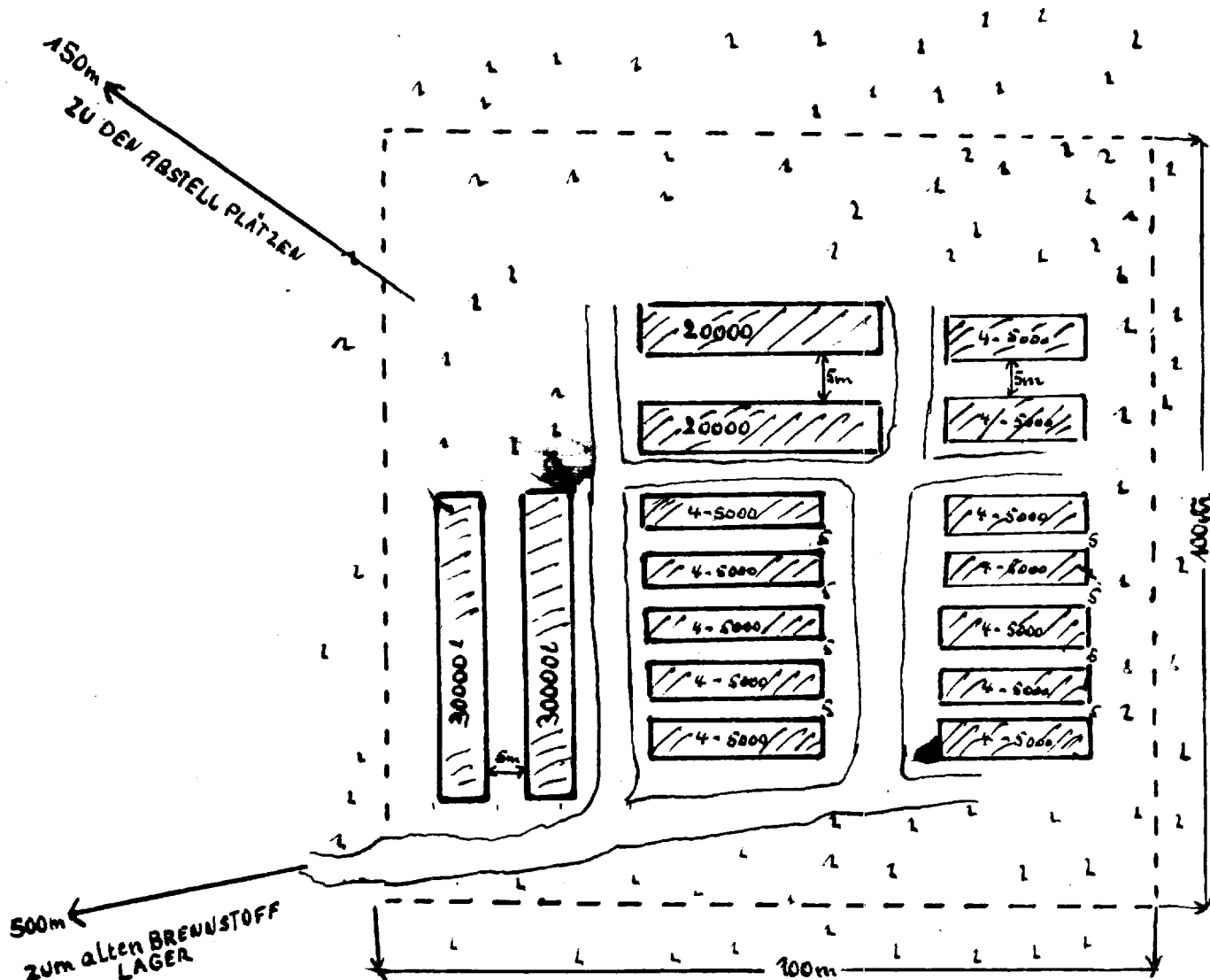
1. Ref: para. 4 - Source has been briefed to ascertain where these SAZ troops were stationed before. He considers that they almost certainly arrived from RECHLIN, as part of the 2000 SAZ troops now accommodated in the former GAF barracks at RECHLIN used to be billeted on WITTSTOCK airfield. There are strong rumours current both in LAERZ and WITTSTOCK that aircraft from LAERZ are being transferred to WITTSTOCK. In this connection it was made known to workers on WITTSTOCK airfield that jet-fighters were expected to land on 26th January, but nothing happened as the day was foggy.

[Redacted]

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NEW FUEL DEPOT AT WILSON

GERMANY (Russian Zone)

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WITTSTOCK Airfield

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1. Aircraft

(a) 4 MIG 15's - Markings: capital A in black outlined square on rear part of fuselage.

(b) 12-14 PO's

(c) 4-5 YAK 14's -

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2. Activity

(a) The MIG 15's are still parked in No. 2 hangar and did not take off during the period under review. They are brought out onto the apron, immediately in front of hangar, every morning. The engines are started up and allowed to run for about 15 minutes, after which the aircraft are again put back in the hangar.

(b) 17 Jan 1430 hours, the LA 9 took off and landed at 1600 hours.
19 Jan 1000 hours, 1 YAK 14 took off and landed at 1400 hours.
22 Jan 0930 hours, 1 PO 2 took off and landed at 1300 hours.
23 Jan 1130 hours, 4 PO 2's landed on the new runway. Immediately after landing, the crews (8 SAF officers) inspected the runway and taxi-track. They took off again at about 1500 hours flying in a NE direction.

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(c) No other flying took place during the period.

On 22 Jan at about 1700 hours approx. 200 SAF troops with approx. 30
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and the vehicles in garages on the airfield. The following equipment
also arrived by railway on 23, 24 and 25 Jan:

16 Fuel tanks (see para. 5)
6 Petrol-tenders
10-15 Petrol-tankers
15 Watch-dogs

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5. Airfield

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(a) New Fuel Depot

- (i) Immediately after the arrival of the fuel tanks on the days mentioned above they were unloaded by SAF troops and rolled to the site of the new fuel depot which is located in a pine-grove approx. 500 m. NE of the existing fuel depot. (See sketch plan attached). There they were placed in position and dug-in to about half of their depth. This was done by digging deep trenches around and right up against the walls of each tank, and then under-mining the earth foundation. The pressure exercised by the weight of the fuel tank displaced the earth sufficiently for it to sink in to half its depth.
- (ii) The capacity of the fuel tanks is as follows:
- 2 @ 30000 litres
 - 2 @ 20000 "
 - 12 @ 4-5000 "
- (iii) From the condition of the tanks it would appear that they have been used before, in particular the outside walls of the smaller tanks are stained with oil.
- (iv) Work on the fuel depot has been completed and the two large tanks are being filled by the petrol-tankers.

(b) Old Fuel Depot

This consists of about 10 fuel tanks of which 2 have a capacity of 30-40000 litres. The others are smaller but their exact capacity is not known. It is an underground installation built by the GAF.

(c) Runway Lighting

Feeder cables, located 8 m. from the edge, on either side of the runway; 29 lights, 6 m. from the edge, on each side of the runway.

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(a) Work on Airfield

Bau-Union-Nord are still employing 60 men on drainage of the NE part of the airfield. The pipes are being laid to connect with the main drain serving the runway, which runs North into the Dabergaben.

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Date of Information: 4th/21st January, 1951

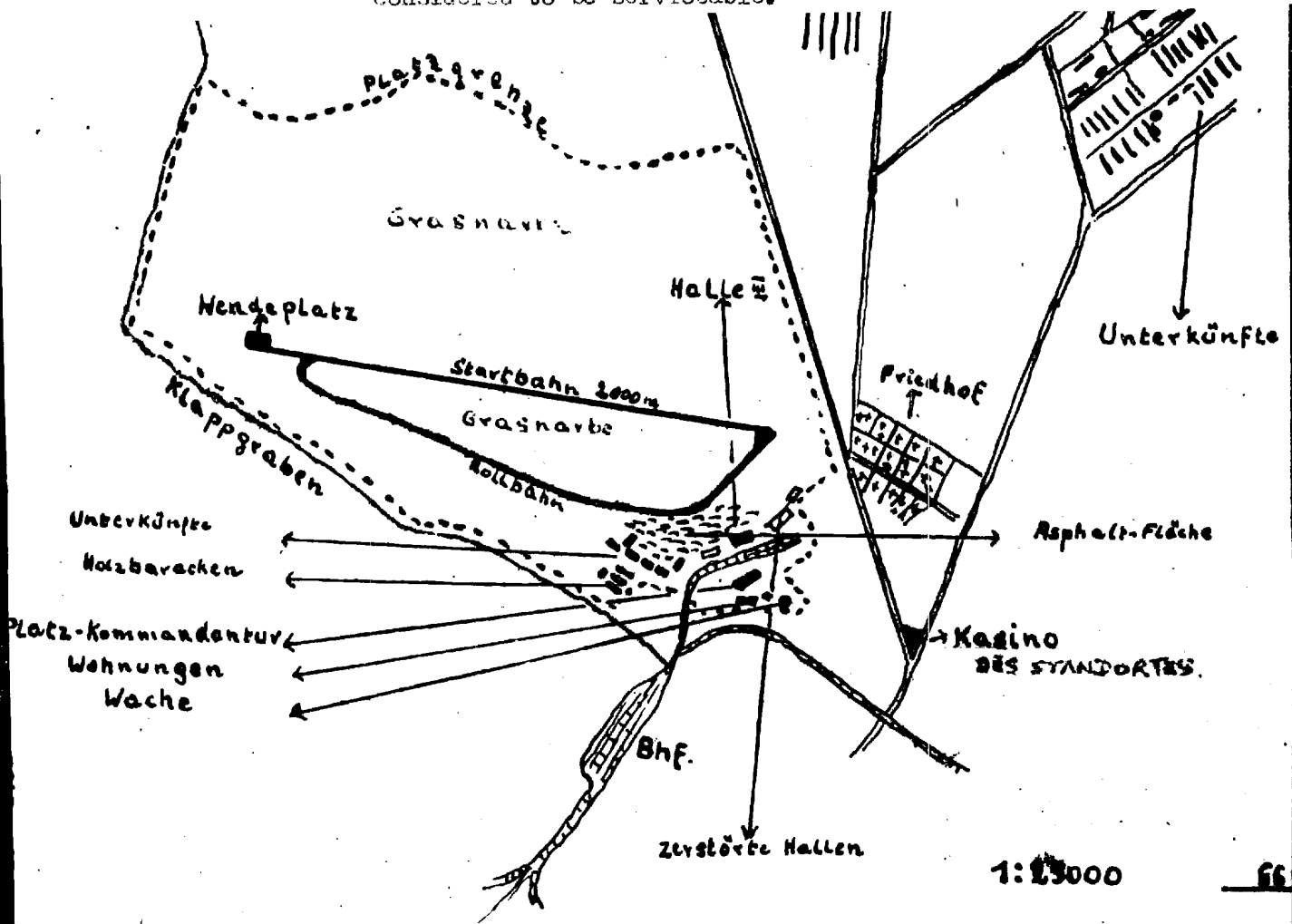
Country: GERMANY (Russian Zone).

Subject: NEURUPPIN Airfield.



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Remarks: Ref. para. 4(c): Source states that although the surface of the W part of the runway is still uneven, no preparations for further repair work are evident and it is assumed that the runway is now considered to be serviceable.



NEURUPPIN FLUGPLATZ u. UMGEBUNG

GERMANY (Russian Zone)

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NEURUPPIN Airfield

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1. Aircraft

11 PO-2s, parked in No. 3 hangar.

2. Activity

Training flights were made on 6, 8, 11 and 19 Jan by 2 or 3 PO-2's, which took off and landed on the asphalt apron in front of the destroyed hangars.

3. Radar and W/T

(a) Radar: Nil

(b) W/T Station in the building occupied by the airfield commandant.

4. Airfield

(a) No constructional work of any kind has taken place during the period and most of the workers have been transferred to WERNBUCHEN. The whole of the airfield is now clear except for the SW corner where wooden huts used by the builders and as accommodation for the workers still remain. The sections of field railway track, stacked near the railway siding, have not yet been removed.

(b) Trees on the West side of the NEURUPPIN-WITTSTOCK road, in line with the Eastern end of the runway, were felled on 20 Jan.

(c) The new runway has not as yet been used by a/c.

(d) No definite date for the occupation of the airfield could as yet be ascertained.

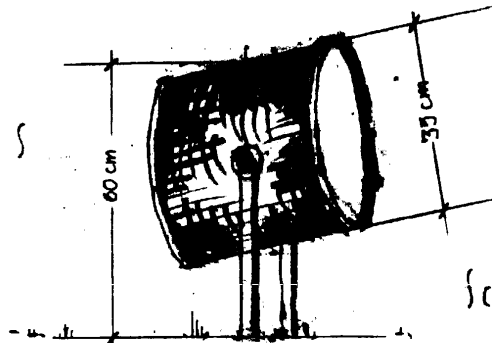
5. Vehicles

During the last few days 4-5 airfield and are being used for the transport of stores and rations.

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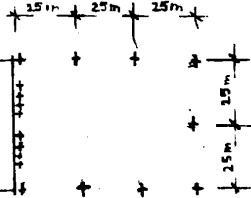
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17 SCHEINWERFER ETWA 60 CM HOCH (WEISSES LICHT).

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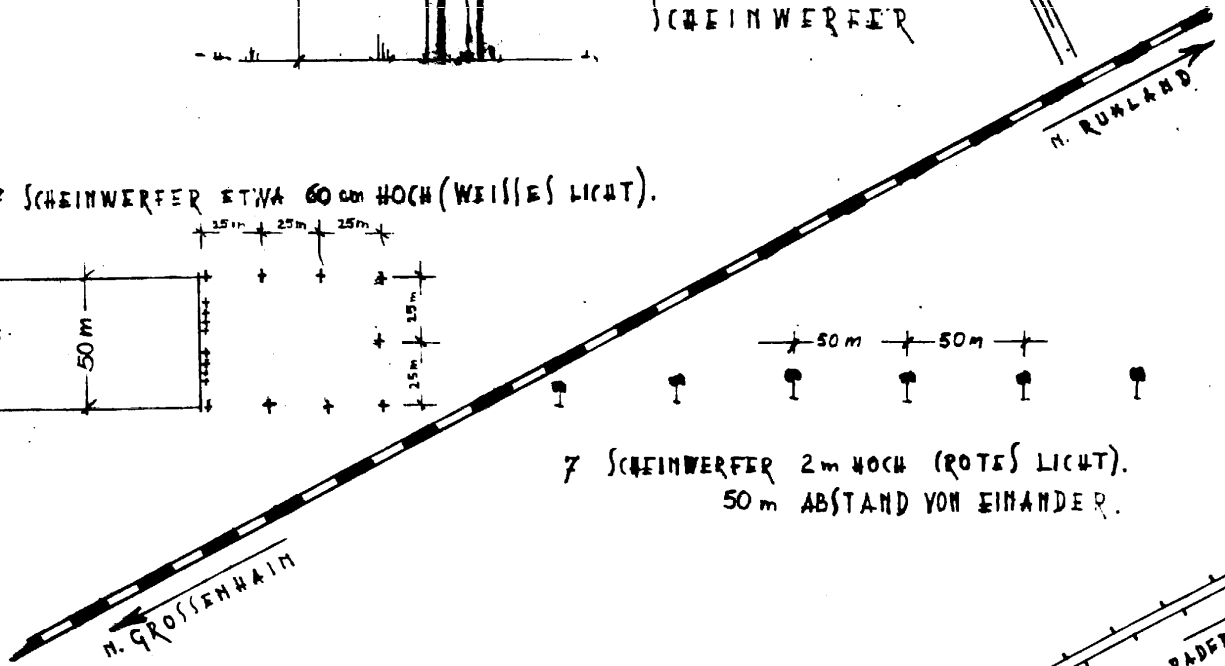
STARTBAHN.

50 M



50 m 50 m

7 SCHEINWERFER 2 M HOCH (ROTES LICHT).
50 M ABSTAND VON EINANDER.



FLUGPLATZ GROSSENHAIN
VOM 13. 1. 51

GERMANY (Russian Zone)

AIR

GROSSENHAIN Airfield - Routine Report

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1. Aircraft

- (i) Twenty seven MIG 15's were observed. They were situated stationary at the "up-wind" end of the runway on the West side of the airfield.

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- (iii) The aircraft were in groups of eight or nine and left direct from these positions in order to the take off point.

2. Runway, lighting, etc.

- (i) At the upwind end were [redacted] an ambulance, a [redacted] with one straight and two slanting aeri-als, a W/T [redacted] with a single pole aerial, a petrol tank [redacted] 4 jeeps with W/T equipment and carrying a short pole aerial.

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- (ii) At the E. end of the runway on both sides of the runway there are two groups of four white lights each (at right angles to line of approach) at intervals of 2 m. apart. In same vicinity are two lines, each of four white lights, showing alignment of runway and its width. These lights are at intervals of 25 m. apart. There is one additional light of the same type approx. 5 m. from the end of the runway and central. (See sketch.) All the above lights are approx. 60 cm. above ground level and slightly angled upwards. (See sketch).

- (iii) In addition to the lights in sub-para(ii) are seven red lights at intervals of 50 m. apart in a line with approach to runway but aligned with the SW side. These lights are on the SE side of the railway line GROSSENHAIN-RUHLAND and are about 2 m. above ground level. All the lights are directional and pointed for approaches from the NE and electric cables could be seen leading from the ground to each light.

(4)

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- (iv) About 2.50 m. W. of the GROSSENHAIN-ELSTERWARDE road opposite the main entrance to the airfield there is a W/T mast. Adjacent is a box-waggon lorry. SAF personnel were seen in the vicinity.

3. Capacity, etc.

Six hangars observed with estimated capacity of 150 fighter aircraft. Accommodation for approx. 2,500 men.

4. Garrison

Estimated from observation to be 1,500 men. ORs aged 20-25 years. Officers 25-40 years. Highest ranking officer observed was Major with flying insignia, Guards badge and various other decorations. 50X1-HUM

6. Activities

- (i) Flying from 1000 hours - 1430 hours. All aircraft taking part were MIG 15's. Vehicles etc. as described in para. 2(i) were at take-off point with approx. 40 ground personnel. Aircraft were positioned as described in para. 1(i) and moved to take-off under their own power. There was some delay between arrival at take off point and actual take off of aircraft. In some cases it was as much as two minutes. In some cases there were individual flights (in circuits around airfield), others in pairs (Lotteneinsätze), and others in fours (Schwarmeinsätze). All flights were below cloud level - cloud level 800 m.

Starting and landing times of MIG 15 type aircraft:

1015 hrs	One aircraft landed
1010 "	" " " took off)
1012 "	" " " " " Formation 2 aircraft
1015 "	" " " " ")
1017 "	" " " " " Formation 2 aircraft
1020 "	" " " landed)
1022 "	" " " " " Formation 2 aircraft
1040 "	" " " " ")
1042 "	" " " " " Formation 2 aircraft
1035 "	" " " took off) Same aircraft
1045 "	" " " landed)

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1050 hrs	One aircraft	took off)	
1100 "	"	landed)	Same aircraft
1105 "	"	took off)	
1115 "	"	landed)	Same aircraft
1110 "	"	took off)	
1125 "	"	landed)	Same aircraft
1112 "	"	took off	

(Break in observations)

1345 hrs	One aircraft	landed)	
1347 "	"	"	} Formation of four aircraft
1349 "	"	"	
1351 "	"	"	
1342 "	"	took off	
1405 "	"	landed)	} Formation 2 aircraft
1408 "	"	"	
1353 "	"	took off)	} Formation four aircraft
1355 "	"	"	
1357 "	"	"	
1400 "	"	"	
1420 "	"	landed)	} Formation four aircraft
1422 "	"	"	
1424 "	"	"	
1426 "	"	"	

(Cessation of observation)

- (ii) All take offs and landings on runway. Aircraft used about 500-800 m. of runway at take off. After take off the aircraft were held down to a height of 10 m. to the perimeter boundary and during this time the undercarriage was retracted. Minimum climbing speed could not be judged owing to the low cloud base and consequent short climbing period and restricted angle of climb. While on circuits the single aircraft varied heights between 50 m. and 700 m. above ground level, e.g. one aircraft was observed to dive from 700 m. to 100 m. and then pulled out in steep climbing turn to former height. Estimated speed of dive 950 K.m.h.
- (iii) The pairs flew in echelon with about 30 m. to the rear and side. The leader flew slightly above the other. Changes of course did not amount to more than 90°. Changes of station were not carried out in formations. A large turning radius was made in all turns.
- (iv) In formation flying with 4 aircraft a V. formation was made with two aircraft to starboard with some distance between aircraft as above (para. ii). In this case turns were made even more carefully but the outer aircraft still lagged behind and formation was strung out. Likewise no changes of station carried out. On the approach the undercarriage was lowered 5-6 km. from airfield at height of approx. 500 m. At 2 km from airfield height 100 m. and at this stage the engine was throttled back and loud whistling heard. Landing speed estimated 250-280 K.m.h. The aircraft touched down approx. 200 m. from

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end of runway and came to rest after another 1200 metres.

- (v) The take offs and landings were, without exception, of a good standard. To get into formation, the aircraft started forming after the second turn on the circuit (i.e. on the downwind leg) at height of approx. 500 m. The first aircraft flew a wide circuit, and the following aircraft respectively smaller circuits to make formation. Landing procedure of formation was to change to line ahead with increased distance between. The first aircraft landed whilst second flew overhead completed a circuit, and in turn landed. In case of 4 aircraft whilst first aircraft landed, the second flew overhead, and the third aircraft nonlanded and fourth flew overhead. The second aircraft then landed, followed by the fourth aircraft. Take offs and landings in formation were not seen.

Weather: 10/10 cloud, cloudbase 800 m. Westwind light haze, visibility 6-8 km.

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