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CENTRAL INTELLIGENCE AGENCY

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reports on airfields in East Germany

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AIR

COTTBUS AIRFIELD - Routine Report

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1. Aircraft

a) 27 twin-engined a/c of PE 2 type. Parked on the N side of the airfield in front of the hangars. The cabins and the majority of the engines were covered. The fusclages were painted olive green on the upper sides and light blue on the under sides (wings similar).

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b) A red Soviet star with a white border was seen on fuselages and rudders.

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c) Some of the a/c had cabins uncovered for a short time and the fore end sloped steeply and was almost vertical and the rear portion was very rounded.

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d) One biplane of PO 2 type was parked in front of the hangars.

2. Equipment

The DUMBO type radar has been removed from its former site other W/T equipment No

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3. Garrison

Estimated at 500-600 men in airfield and barracks. Some of the officers wore the new type of uniform. All others wore normal SAF uniform, insignia, etc.

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5. Activities

No flying activity took place beyond flights of PO 2s as follows:

a) 1110 hrs - One PO 2 took off and circled the airfield, later flying over on a straight course. It then proceeded NW and was not seen to land.

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b) 1130 hrs - One PO 2 type landed and was parked opposite hangars. Weather 2-4/10 clouded, cloud base 1000 m. Light SW wind, good visibility.

6. Recent changes

None.

7.

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No landing lights at either E or W end of runways.

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GERMANY (Russian Zone)

AIR

STENDAL AIRFIELD

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1. Aircraft count 13 Feb 51

12 IL 10s
9 LA 7 Type
1 Biplane
1 TU 2

The aircraft were standing in groups about 200 m in front of the hangars (The description of the LA 7 Type is at Appendix "A").

2. Airfield Description

The airfield is approx 6 kms from the town of STENDAL in the direction of the OSTERBURGER-CHAUSSEE, and measures about 2 km x 2 km. The a/f surface is grass and appeared to be in good condition, the subsoil hard and sandy and in no way bogged.

3. Buildings

There are three hangars, one round roofed and two flat roofed, on the North side of the airfield behind which is situated the accommodation and works buildings. No airfield defence posts [redacted]

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4. A runway is alleged to be commenced in Apr or May with a length of 2000 m.

5. Personnel

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The present estimated strength is 250-300 men. Some troops were [redacted] wearing light blue shoulderboards with black piping. Officers were [redacted] wearing dark brown leather coats devoid of any badges or rank. Officers of the SAF are occupying quarters in the town of STENDAL. These quarters have been requisitioned since Jun 1950.

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6. Equipment and Installations

The unit possesses its own water supply and fuel storage is in the vicinity of the hangars.

7. Aircraft markings

On the engine cowlings of the LA 7 type aircraft appeared a broad black stripe of approx 10 cms width, joined by a black stripe of similar dimensions on the side fuselage. These had the 'appearance' of being painted over previous markings.

8. Flying activity

On 13 Feb 51, 3 IL 10 a/c were [redacted] flying at approx 1 minute intervals. At about 800 m distance from STENDAL railway station, they banked sharply, dived down in the area of the station, opening fire simultaneously with machine guns. They appeared to attack an area 200 m from the station and then passed over the station at about 100-150 m and turned away SSW.

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9. Supplies

An LKW [redacted] arrive once per day delivering sacks of cement which are stored in a wooden shed on the West side of the airfield.

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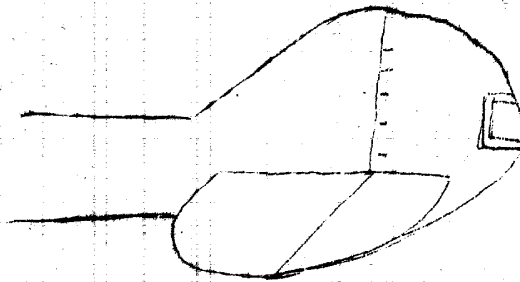
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APPENDIX "A"

DESCRIPTION of LA 7 Type AIRCRAFT

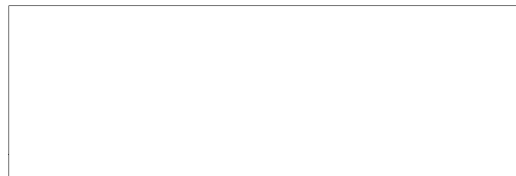
- 1. General description: Low-winged, radial engined aircraft with a single seater cabin and rounded wingtips.
- 2. Undercarriage: The undercarriage is retractable with a tail wheel.
- 3. Fuselage: A rounded fuselage mounting the pilot's cabin behind which is an aerial post.
- 4. Empennage: The empennage is uniform with rounded elevators and the rudder carries a pronounced trimming tab.

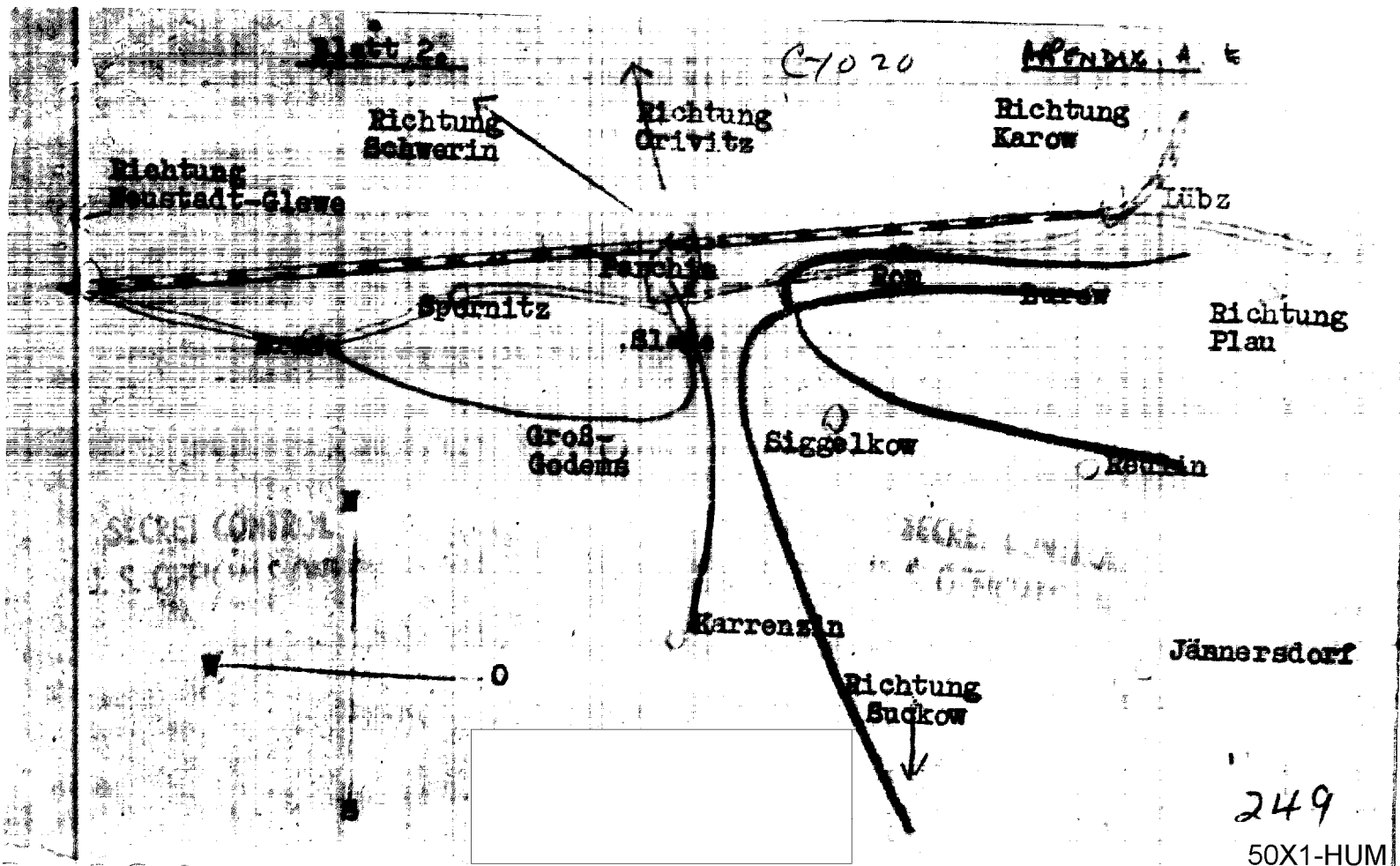
(Diagram below)



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AIR

JUTERBOG/ALPES LAGER Airfield Routine Report

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1. Aircraft

- a) Approx 30-35 twin-engined aircraft of PE 2 type were [redacted] in front of hangars Nos 5, 6 and 7 in two rows. No aircraft of IL 10 type [redacted]
- b) Aircraft were painted olive green with red Soviet star with white border on fuselage and rudders. [redacted] the only [redacted] distinguishing sign was the propellor boss painted white on one aircraft and on another olive green.
- c) Armament consisted of two heavy MGs or cannon on the upper side of the nose, and a light M/G in the after end of the cabin.
- d) The engines and cabins of nearly all the PE 2s were covered with green canvas covers.

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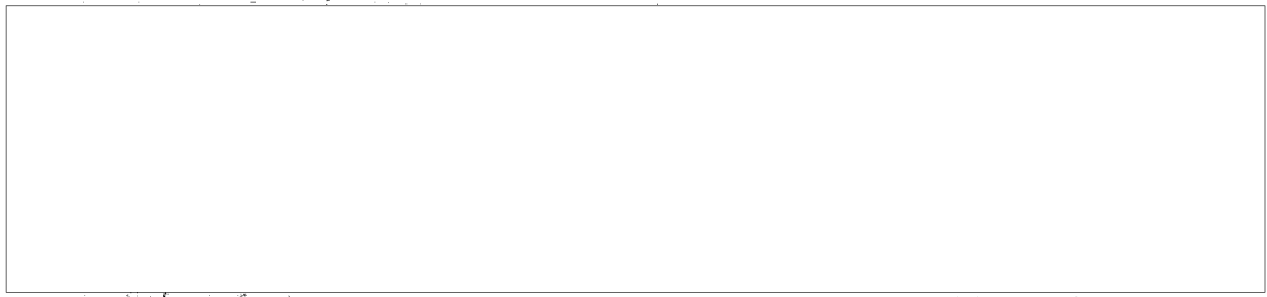
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2. Garrison

- a) In the various buildings of the airfield there is capacity for approx 2500 men and in the former Luftakademie a further 500 men. The present garrison consists of about 800 SAF men. At the eastern end of the airfield there is an Army unit quartered with the main entrance close to ALPES LAGER railway station. It is estimated that there are 400 men in this section wearing red/black SBs (no insignia).
- b) Personnel of the SAF unit wore normal uniforms etc although officers of administrative type wore silver SBs which appear to be narrower than the gold SBs of the flying personnel.
- c) An SAF officer in JUTERBOG town was [redacted] wearing a new type of cap denoting high rank of some kind. On the black peak of his cap there was a gold leaf border described as similar to that of the former German Navy.

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4. Activities

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No flying activities and no work by ground personnel.
Weather: 10/10 clouds. Snow and rain and poor visibility.
Wind: South.

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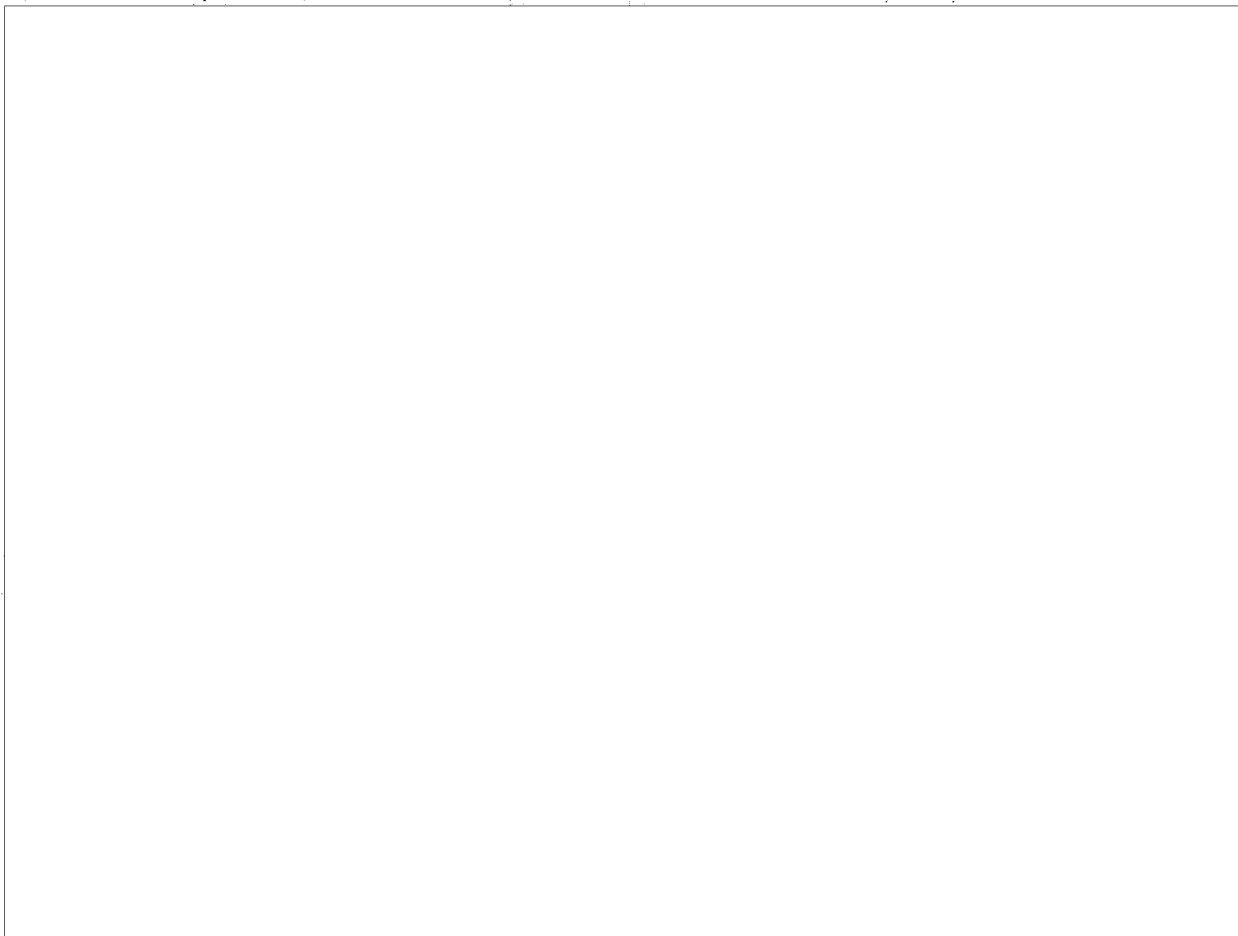
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5.



Some construction work was taking place inside the barracks on the airfield. 50-60 German civilians. The wooden barracks formerly outside the airfield have been demolished and removed.



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AIR

DAMM AIRFIELD, JÜTERBOG (1-15 Feb 51)

@ 1020

1. Aircraft

No aircraft were on the airfield.

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2. Flying activity

No flying activity

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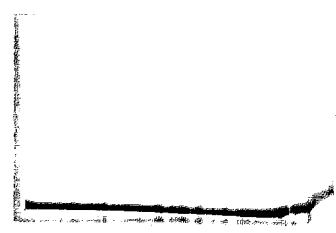
3. Personnel

The barracks were occupied by 400, of whom 25 were SAF personnel. These consisted of 5 SAF officers, 10 SAF NCOs and 10 SAF ORs.

4. Vehicle numbers

NO SAF vehioles but 9 Soviet Army vehicles in the E6-61-series

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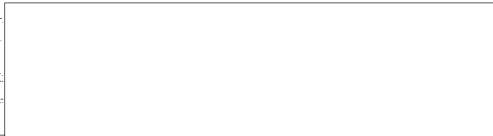


GERMANY (Russian Zone)

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Air

BRANDENBURG/BRIST AIRFIELD



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1. Aircraft

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25 MIG 15s in centre of airfield.

10 [redacted] IL 10s along E boundary.

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3 LA 7s near control tower.

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[redacted] the MIG 15s [redacted] all had a red stripe across tip of fin and rudder. [redacted]

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2. Flying

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No flying by the MIG 15s but on 17 Feb 51, LA 7s took off singly [redacted]

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AIR

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PARCHIM (Firing Range)

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1. Location

Air to ground firing practice by MIG 15s and YAK aircraft [redacted] have taken place on 16 and 17 Feb near PARCHIM in a triangular sector contained by the villages of SIGGELKOW - GROSS-GODEMS-PARCHIM [redacted]

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50X1-HUM

2. Description

The aircraft approached from the North and disappeared away to the south and from the east and disappeared towards the South East. In each case the aircraft approached from a high altitude, dived in a curve towards the area, and short bursts (3 - 4 in most cases) were heard during the dive. Tracer [redacted] appeared to come from beneath the intake duct in the case of the aircraft approaching from the north, and from the port wing in the case of those approaching from the East.

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3. The following [redacted] attacks during the two day period 16 and 17 Feb 51:

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- 16 Feb: 3 MIG 15s (silver painted) approached from the north.
- 11 MIG 15s (grey matt colour) " " " east.
- 17 Feb: 3 MIG 15s (silver painted) approached from the north.
- 6 " " (Grey matt coloured) " " " east and flew away in a westerly direction.
- 2 " " (silver painted)) Approached from the east and
- 15 " " (grey matt coloured)) flew away towards the south-east.

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AIR

JÜLIERBOG/ALTESLAGER AIRFIELD.

1. Aircraft

28-32 PE 2s parked on the airfield in front of the hangars,
[redacted]

2. Flying

Nil - All aircraft had covers on.

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3. Airfield

a) A light field railway led down to the fuelling point in the extreme SE corner of the airfield. In this area, two fuel tanks painted yellow (approx the size of a rail tanker) were lying on the ground next to two or three fresh excavations.

b) No radar equipment [redacted]

c) No runway or airfield lighting [redacted]

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OPERATION (Mission Zone)

AIR

BRANDIS AERODROME (22 Feb-6 Mar 51)

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1. Flying activity

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The only aircraft [] during the period was APO 2 which left BRANDIS Aerodrome at 0950 hrs on 4 Mar 51 and flew in the direction of LEIPZIG. It returned to the aerodrome at 1620 hrs the same day. No other a/c [] seen dispersed on the airfield, all others having been housed in the hangars.

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50X1-HUM

2. Other activity

- a) Further searchlight exercises were carried out between 1900 and 2200 hrs on 28 Feb 51 and between 1900 and 2230 hrs on 2 Mar 51. No Werry Lights were used on these occasions.
- b) Almost every day between 22 Feb 51 and 3 Mar 51, battle training was carried out by NCOs and men stationed at the aerodrome. Rifles and machine carbines were carried but no firing took place. All these exercises were confined to the grounds of the aerodrome.

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DOBERITZ/WELSTAL AIRFIELD

50X1-HUM

1. Aircraft [redacted] 27 Feb 51 /

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7 LA 9s
16 YAK 11s
2 PO 2s

No flying activity [redacted] on that date.

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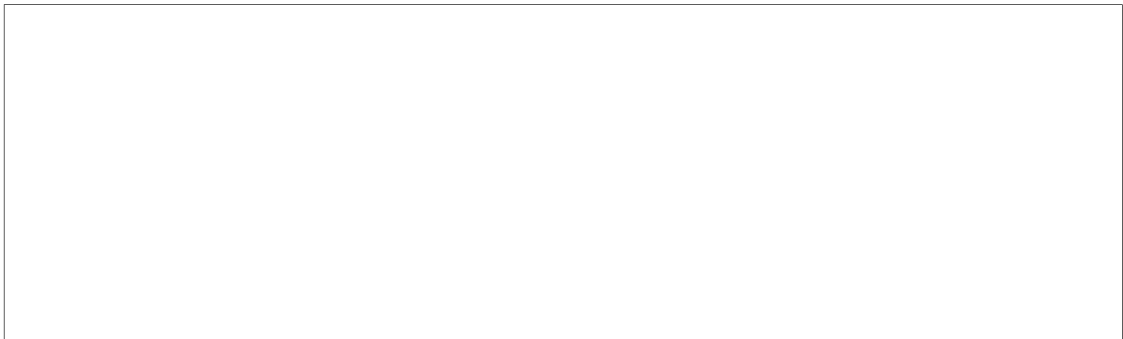
2. Personnel

Sentries wearing light-blue Shoulder-straps and armed with automatic weapons [redacted] along the HAMBURGER CHAUSSEE.

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The drivers of vehicles were SAF troops wearing winter greatcoats with light-blue shoulder-straps.

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GERMANY (Russian Zone)

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AIR

PARCHIM-SPORNITZ (15 Feb - 27 Feb 51)

1. There are an estimated 600 to 800 personnel stationed on this a/f, wearing plain blue SBs or blue with black piping, some 40% with SAF insignia.

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2. Aircraft [redacted]

23 MIG 15s [redacted]

3. Air activity - particular:

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a) [redacted] on 15 Feb 51

- i) At 0740 hrs two machines landed within four minutes of each other and taxied to the hangars.
- ii) At 0822 hrs, three machines taxied from the parking area to the runway. One after the other these machines took off in the direction of DUPSCHOW, made a half-turn around the airfield until all three were in the air together, and at 0833 hrs they flew in formation in the direction of PARCHIM.
- iii) At 0912 hrs a machine coming from the direction of DUPSCHOW landed on the runway and then turned off the runway and taxied to the parking area.

b) Observation on 21 Feb 51

- i) At 1417 hrs, a machine taxied from the parking area to the runway and took off in the direction of DUPSCHOW. At 1424 hrs a second machine took off and joined the first, both flying in the direction of PARCHIM.
- ii) At 1502 hrs, two machines [redacted] landed and returned to the parking area.

50X1-HUM

4. On starting, all aircraft went through the following procedure:

With the aircraft stationary, a long low whirring sound lasting approx two minutes, resembling the sound of a vacuum cleaner, [redacted] This was followed by the 'puff-puff' of a two-stroke engine and at the same time a long tongue of flame was seen to come from the rear of the a/c - this flame gradually dwindled and finally disappeared. At this point the machine becomes mobile and taxis to the runway. Total time taken is between five and seven minutes.

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ALR

ZERBST Airfield Sitrep (16 Feb - 6 Mar 51)

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1. [redacted] There are an estimated 750 Airforce personnel of whom approx 90 are officers. There are also an estimated 50-80 ORs wearing black shoulderboards with crossed shovel insignia, quartered in the barracks on the airfield.

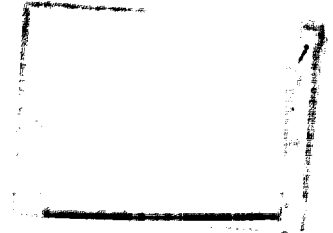
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- 2. Aircraft [redacted] 19 Feb 51 - 9 MIG 15s
2 Type 26 jets
3 PO 2s
- 23 Feb 51 - 8 MIG 15s
4 Type 26 jets
2 PO 2s
- 28 Feb 51 - 11 MIG 15s
3 YAK 9s
3 PO 2s
- 5 Mar 51 - 8 MIG 15s
5 Type 26 jets
3 YAK 9s
4 PO 2s

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3. Flying activity [redacted] has been irregular and it has only taken place for one or two hours per day. There have generally been between two and four MIG 15s carrying out local formation flying and PO 2s and YAK 9s have been observed carrying out circuits and landings.

50X1-HUM

- 4. a) The following equipment [redacted] inside the airfield:
 - 2 mobile searchlights.
 - 2 fixed searchlights situated on the NE corner of the airfield.
 - 1 wireless truck which is fitted with a single mast and which changes its position from day to day.
 - 4 AA guns attached to heavy towing machines.

50X1-HUM

b) There have been no combined flying and searchlight exercises [redacted] but the searchlights have been [redacted] regularly operating between the hours of 2330 and 0100 hrs.

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c) The four AA guns [redacted] on the SE corner of the a/f where groups of up to 70 ORs [redacted] training on them. No firing has taken place.

50X1-HUM

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5. Work is still continuing on what appears to be the enlarging of the NE corner of the a/f. A large number of [redacted] carrying gravel, sand, cement and timber [redacted] the NE corner.

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GERMANY (Russian Zone)

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AIR

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WERNEUCHEN AIRFIELD SITREP (27 Feb - 5 Mar 51)

50X1-HUM

1. No aircraft have been [redacted] on this airfield during the [redacted] 50X1-HUM

2. a) [redacted] a runway 50 metres wide, 1600-1800 m in length, is being built on this airfield, running from north-west to south-east. The grass surface of the airfield along this length has already been dug up. There are approx 180-200 workers employed on the removal of this surface.

b) The following equipment was [redacted] on the north-west corner of the airfield: 50X1-HUM

- [redacted]
- 1 mechanical excavator
- 3 concrete mixers and
- A large number of railway lines and sleepers.

c) On the south-east corner:

[redacted] 50X1-HUM

1 mechanical excavator

d) The work which has been carried out by the Brandenburgische Strassenbau Gesellschaft der Bau Union Ost VEB, [redacted] 50X1-HUM

[redacted] done in three shifts, as [redacted] the [redacted] areas are under flood-lighting at night. 50X1-HUM

3. The apparatus [redacted] on the top of a large concrete bunker, [redacted] near this airfield, appears to be used, or to have been used for air conditioning purposes. [redacted] 50X1-HUM

[redacted] 50X1-HUM

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AIR

**SECRET CONTROL
U. S. OFFICIALS ONLY**STAAKEN, DOBERITZ ELSTAL and SCHONWAIDE

50X1-HUM

1. STAAKEN. 17 Feb 51. 1720 - 1800 hours.

No aircraft [redacted]; hangars closed, [redacted]

The Adcock D/F [redacted] has been dismantled and removed.

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No change in the system of lights at west end of runway.

50X1-HUM

2. ELSTAL. 17 Feb 51. 1600 - 1700 hours.

(a) Aircraft: 30 IL 10's.

(b) Markings: The 27 IL's in the south of the airfield had a red star with white border on the tail. On the leading edge of the rudder was a light blue or white flash.

The 50 IL's in the north of the airfield had a red star with white border on the tail and a bright red flash on leading edge of rudder. [redacted]

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Under the starboard wing of these aircraft were groups of either 2 large or 4 small bombs in wooden crates. Under the port wing, a wooden platform [redacted]

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(c) The west edge of the airfield had lighting [redacted]

3. SCHONWAIDE. 24 Feb 51. 1620 - 1710 hours.

Aircraft: 2 IL 10's. Hangars closed, [redacted]

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Radar: The RUS II, [redacted] is no longer there - [redacted]

4. 15 Feb 51. 1830 - 2245 hours.

On STAAKEN, ELSTAL and ORANIENBURG the revolving searchlights were in action, one at a time, and in the order given. STAAKEN searchlight described 10 revolutions and went out. ELSTAL searchlight then described four revolutions and went out. ORANIENBURG searchlight then described 15 revolutions and went out. This sequence was repeated during the evening with intervals of 2 - 10 minutes. Before commencing to rotate and on finishing, each searchlight pointed for a few seconds to the centre of an imaginary triangle formed by the 3 airfields.During the above performance, flying by 3 PO 2's took place. 2 PO 2's seemed to stay in the vicinity of ELSTAL, the third seemed to fly repeatedly from the centre of the triangle towards STAAKEN.

Time of revolution approximately 6 seconds.

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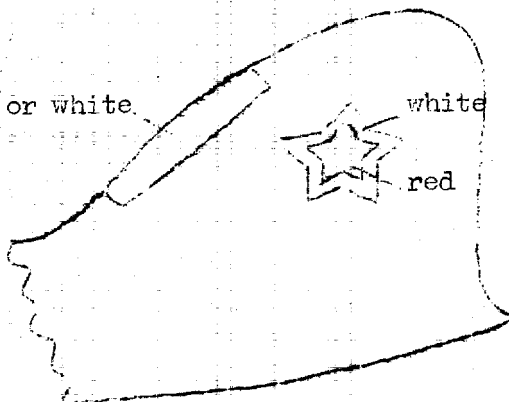
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Markings.

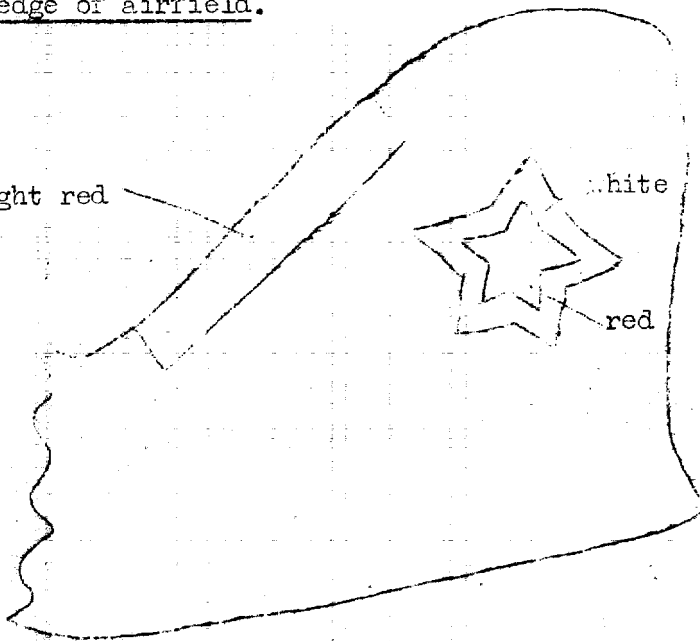
S. edge of airfield.

Light blue or white.



N. edge of airfield.

Bright red



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