Approved For Release 2008/03/31 : CIA-RDP80-00810A006500580010-9

CLASSIFICATION SECRET - [redacted] 25X1

COUNTRY East Germany REPORT [redacted] 25X1

TOPIC Gross Doelln Airfield

25X1

EVALUATION [redacted] PLACE OBTAINED [redacted] 25X1

DATE OF CONTENT [redacted] 25X1

DATE OBTAINED [redacted] DATE PREPARED 18 March 1955 25X1

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

[redacted] 25X1

[redacted]

1. Buildings 25X1

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in late January 1955 [redacted] 16 barracks buildings were to be constructed 25X1
and [redacted] a 7-meter-wide road with a 15-cm concrete cover was to be 25X1
built from Templin to the airfield. The VEB Ing Tiefbau Brandenburg intended to have the work done by sub-contractors. Since this was be realized, the Soviet construction headquarters pressed the VEB Brandenburg to do the work itself. Thereupon, masons and carpenters were hired.[1]

2. Fuel Dump

Fuel dump I at Gross Doelln airfield could only be entered with an officer. Preliminary work for the construction of a second fuel dump was not yet observed in early February.

3. Ammunition Dump

Access to the ammunition dump was only permitted to persons who were accompanied by an officer. Three empty ammunition houses with brick walls and wooden roofs were still observed in the southwestern corner of Jagen (forest sub-district) No 115.

4. Spur Track

A new railroad siding was to be laid from Jagen 164 to the southern side of Jagen 162. The strip had already been cleared. A new workshop area was under construction along the southern side of Jagen 162 and along the northern side of Jagen 127. 1

5. New Clearings

Surveying work for a new clearing was under way north of the airfield. Surveying began at the eastern corner of the field boundary, extended through Jagen 211, 212, 213, 214, 241 to the beginning of Jagen 242, 25X1

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about 86 meters on a level stretch to the end of Jagen 242, then through Jagen 243, 244, 219, 220, 221 and 222 as far as the western corner of the field boundary. The area which was to be cleared covered about 270 hectares. It was rumored among the workers that hangars were to be constructed along the northern side of the clearing. It was inferred from talks among foreman that the clearing would be established for flight security reasons.2

[redacted] 25X1

6. Railroad Installations

The Gross Doelln railroad station at the field area consisted of a makeshift wooden platform with 2 simple wooden sheds. It was located south of the railroad line, exactly opposite fuel dump I. Later on, a side track was planned to be laid east of Grunewald, outside of the wire fence and leading from the main line to the new workshop area in Jagen 162. 1

7. Fuel Dump I

Between fuel dump I and the main railroad line was a second track which joined the track south of the ramp. The western end of the track terminated near the fuel dump. Work on fuel dump I was completed. Four groups of containers, each group holding about 400,000 liters, and covered with earth about 1 meter high were observed from the railroad station. There were 3 filler tubes for railroad tank cars. The tubes were about 3.5 meters high and extended over the track. A concrete road ran around the fuel dump. A high barbed wire fence was erected at the outer side of the road around the dump.

8. Sentries

A sentry who controlled the road leading from the cantonment to the airfield was posted at the southwestern corner of Jagen 161, in the northeastern corner of the intersection between the road and fence. The main guardhouse was presumably located in the southwestern sector of the intersection between the Vietmannsdorf-Gross Doelln and Grunewald-Grossvaeter roads.

9. Connecting Lane A/B

The connecting lane was 60 meters wide. It was bordered by an insulating strip of fine shippings about 1 meter wide on either side. The woods on both sides were cleared on strips 100 to 150 meters wide. [redacted] the connecting lane was 2,400 meters long and intended for use by fighter aircraft. A strip 5 to 6 meters wide was not concreted at the point where the railroad line crosses the connecting lane. 3 25X1

10. Helicopter

At about 1200 on 3 February, a helicopter landed on the runway. The aircraft had a large fuselage, a narrow detached tail unit, a large overhead rotor and a small propeller at the nose. The landing gear consisted of 2 large wheels under the fuselage and 1 small tail wheel. 4

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[redacted] 11. Diesel Generators 25X1

The Diesel-type generators which were installed at Gross Doelln airfield were supplied by the Schoenebeck Plant. Relays were installed so that the generators were automatically switched off if the electric current supply was discontinued.

1. [redacted] Comment. The information on the construction of 16 barracks buildings and a road from Templin to the airfield has not been confirmed. The side track to Jagen 162 was previously mentioned [redacted] 25X1 25X1

2. [redacted] Comment. For size and border of clearing, see Map GSGS 4414, Sheet 2946/47. It is still doubted whether the entire area will be cleared. The flight security reasons, mentioned in the present report, are not recognized by this office. As of January 1954, flying lanes had already been cut through the Jagen 217 - 216 - 241 and through 242 - 243, but these lanes were not completed. 25X1

3. [redacted] Comment. The reported sizes of the connecting lane A/B have been confirmed. 25X1

4. [redacted] Comment. The description of the rotor, propeller and landing gear agrees with the pre-war autogyro model A 7 - 3 A. The description of the fuselage agrees with the model 32 helicopter. [redacted] 25X1 25X1

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