Approved For Release 2001/03/17 : CIA-RDP82-00457R007300010015-8

CONFIDENTIAL

INTELLOEX 26

CLASSIFICATION SECRET/CONTROL/US OFFICIALS ONLY 25X1A [redacted]

COUNTRY Germany (Soviet Zone) REPORT NO. [redacted]

TOPIC Rechlin and Laerz Airfields

EVALUATION see below PLACE OBTAINED [redacted] 25X1A

DATE OF CONTENT 12 to 26 January 1951

DATE OBTAINED [redacted] 25X1A DATE PREPARED 23 February 1951

REFERENCES [redacted] 25X1A

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

25X1X

[redacted]

25X1X

[redacted] 1. Between 12 and 14 January 1951, about 15 air force officers with their baggage arrived by train in Rechlin (N 54/U 33). A railroad employee said that these officers were to replace the officers who had individually left Rechlin within the preceding two weeks. He also said that the Greifswald (N 55/P 72) railroad district refused to allocate an additional baggage car, giving as a reason that no large-scale shipments of boxes toward Frankfurt/Oder (O 53/V 63) were expected for the near future. (1)

2. On 14 January, three aircraft crates were seen at the railroad spur track of the Laerz (N 54/U 33) airfield. Seven Soviets were standing nearby. From a distance of about 25 meters, the fuselage of a single-engine plane was identified in one crate which was open. The propeller was removed. The propeller hub was painted green. The plane was propped up on a wooden base, about 50 cm high, on a level with the in-line engine. It could not be discerned whether disassembled wings were inside. The crates were about 7.5 to 8.5 meters long, 2.5 to 3 meters wide and 2 meters high. (2) The occupation of the airfield could not be determined because of hazy weather.

3. In the morning of 16 January, 50 cars loaded with coal arrived at the Rechlin restricted area.

4. The three crates were still at their previous location on 18 January. The third crate was nailed up. Twenty-three jet aircraft which were covered with tarpaulins were seen on the southeastern edge of the field. Since the visibility was poor, the total occupation could not be seen. There was no flying. The individual radio mast with a bunker was still on Hill 77 in the eastern extension of the runway. [redacted] 25X1C

25X1C

CLASSIFICATION SECRET/CONTROL/US OFFICIALS ONLY

CONFIDENTIAL

Document No. 13
No Change in Class. ☐
☐ Declassified
Class. Changed To: TS S C
Auth: HR 70-2
Date: 010878 By: 025

Approved For Release 2001/03/17 : CIA-RDP82-00457R007300010015-8

Approved For Release 2001/03/17 : CIA-RDP82-00457R007300010015-8
CONFIDENTIAL

5. When crossing the landing field of the Rechlin airfield on 21 January, no indications of an occupation by aircraft were seen. A radar set with two ears was set up on the western edge of the field where it was observed prior to 23 October 1950. The set was in operation. (5) The dipoles and ear supports rotated regularly in a clockwise direction by 360 degrees while formations of two to four jet aircraft made local flights over the Laerz airfield at an altitude of 1,000 to 1,500 meters. Each rotation took from 2½ to 3 minutes. When the noise of the aircraft became softer, a humming noise was heard around the radar set.

6. The set was not in operation on 23 January. The weather was hazy. The ear supports pointed toward the southeast. Radio trucks [redacted] 25X1C
25X1C and [redacted] were parked in two sheds about 50 meters north of the radar set. A cable led from the radar set to the left, lower corner of the boxlike body of radio truck [redacted] 25X1C

7. On 23 January, activity in the barracks installations on the western edge of the Rechlin airfield was more intensive than on previous days. The shouting of commands was heard. Noises like the nailing of boxes were heard from the garages. Trucks loaded with fuel drums, boxes, and billeting equipment were continuously moving between the buildings on the northwestern edge of the field and the garages. (6) About 150 Russians were seen in the vicinity of the building within 45 minutes.

8. [redacted]
25X1C

25X1X
[redacted] 9. On 25 and 26 January, 26 jet fighters painted silver-grey with swept-back wings and three biplanes were parked on the southern edge of the Laerz airfield. Trees were cut in the woods on the southern edge of the field as compared with previous observations. From the silver sheen seen between the rest of trees, additional jet fighters were apparently parked there. (7) There was no flying on both days of observation. The sky was partly cloudy, with a cloud base of about 1,000 meters and good visibility.

10. Three red lights marked the northeastern end of the runway. In the extension of the runway were two rows of lights. They were set apart, the same width as the runway, and led to a radio installation which was about 600 meters away. The lights in the two rows were about 50 meters apart. Another radio installation consisting of four radio masts, about 12 meters high, was north of the runway. A small wooden hut, 2x2x4 meters, was in the middle of the masts. (8) The radio installation northeast of the runway consisted of a wooden hut, 4 x 8 meters, and one radio mast which was
25X1C braced. Ambulance [redacted] entered and left the field.

11. No improvements were seen at the Rechlin airfield. An industrial enterprise was housed in a hangar installation on the northern edge of the field, adjacent to Mueritz Lake. About 50 percent of the taxiways were torn up. The air force personnel of the Laerz airfield were quartered in the Rechlin barracks buildings and part of the former factory dwellings.

CONFIDENTIAL

Approved For Release 2001/03/17 : CIA-RDP82-00457R007300010015-8

Approved For Release 2001/03/17 : CIA-RDP82-00457R007300010015-8

25X1A

[redacted] Comments.

(1) The information refers to a [redacted] according to which baggage cars were requested for the transportation of boxes toward Frankfurt/Oder. See [redacted]. 25X1A

(2) This information does not indicate whether the aircraft crates arrived in Laerz or whether they were to leave Laerz. The crates apparently contained conventional fighters.

(3) Probably landing beacons.

(4) The [redacted] belong to ground units of the fighter regiments 25X1C previously stationed in Laerz.

(5) The radar set belongs to the fighter division headquarters, stationed at the Rechlin airfield, to which the fighter regiments in Laerz and Parchim are also subordinate.

(6) These observations were possibly connected with the transfers to Wittstock. [redacted] previously 25X1C seen in Laerz, were observed in Wittstock on 31 January 1951.

(7) The woods southeast of the landing field is apparently being used as a dispersal area for jet aircraft. The number of aircraft parked there is not known.

(8) The presence of an Adcock DF or approach beam was previously reported. See [redacted]

25X1A

Approved For Release 2001/03/17 : CIA-RDP82-00457R007300010015-8