

COUNTRY PolandTOPIC Airfields

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EVALUATION

PLACE OBTAINED

DATE OF CONTENT

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DATE PREPARED 15 January 1953

REFERENCES

PAGES 2

ENCLOSURES (NO. &amp; TYPE)

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REMARKS

This is UNEVALUATED Information

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1. Stuhm (Sztum) (Q 54/D 77). The area of Stuhm was observed between 1948 and 10 May 1952. A side road which was blocked by an armed civilian sentry branched off to the north from the Stuhm-Weissenburg (Q 54/D 67) road in the woods west of town. Road signs "to the airfield" were seen at several roads and places north of Stuhm. One of them was posted at a road which branched off from the Stuhm-Marienburg (Q 55/D 79) road, at a place north of a small lake, located about 3.5 km north of Stuhm, leading in a westerly direction into the woods. Biplanes with Polish national emblems which probably took off from and landed at a field in the woods northwest of town were frequently seen flying in this area. Two or three times a week, a jet aircraft flew over the town at a high altitude in a northwestern direction. The plane had a very pronounced sweep back of the wings and a noticeably high rudder. Four-engine planes, parachuting, air maneuvers, bad weather and night flying were not observed.<sup>1</sup>

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2. Katowice (Q 51/Y 57). The airfield, 800 x 1,500-2,000 meters, located south of Katowice was observed several times between January and August 1951. Eight gliders marked S.P. (Suzba Polska - Polish Labor Service) on their wings and two biplanes of an old Russian type were counted at the field. Six gliders were of the Schwalbe type; the two others had uncovered fuselages. The field had a sodded surface, and no runway could be determined because observation was limited by the terrain. Buildings at the northern border of the field included two temporary buildings, one used as hangar for the 8 gliders and the other one as billets for the students of the Skola Lotnicza, a Polish aviation school, a hangar for the two biplanes and, next to it, a small fitting shop, and a workshop where small aircraft models and gliders were constructed and a sales booth. Men in S.P. uniforms were seen at the field. Flying was limited to gliding and model aviation. The gliders with the uncovered fuselage practiced short flights up to an altitude of 10 meters. The Schwalbe gliders became airborne either towed by a biplane or by means of a cable winch. Individual parachuting from biplanes was demonstrated all day during an air show in August 1951. It was said that volunteers from the Suzba Polska and the Liga Lotnicza, a Polish sports aviation club, had to practice parachuting every week end.<sup>2</sup>

3. Biala Podlaska (S 53/M 46). At 2:30 p.m. on 2 November 1952, about 25 biplanes were parked at the airfield.

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[redacted] There was no flying during driving snow and poor visibility.

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4. Biala Podlaska airfield was observed at noon on 2 November, at 5 p.m. on 3 November, at 10 a.m. on 12 November, at 4 p.m. on 13 November, at 10 a.m. on 19 November, and at 7 a.m. on 22 November 1952. Twenty five single engine biplanes with Polish national emblems were parked always in one line on the concrete apron south of the hangar.

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Two fuel tanks, about 4 m long and partly dug-in, were seen about 400 meters east of the hangar. They were protected by a flat paper roof on poles, 1.5 meters high. The runway and the hangar were apparently completed, and more hangars were probably not to be constructed. Concrete taxiways curved from the concrete apron south of the hangar to <sup>the</sup> two ends of the runway. The eastern portion of the concrete apron was in a poor condition. However, horse-drawn cars and workers observed there indicated that it was being repaired. It could not be determined whether the taxiways extended south of the runway. The barbed wire fence along the northern border of the field was completed, along the eastern border it was still under construction.<sup>3</sup>

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1. Comment. A German glider airfield was previously known to be located near Stuhm. [redacted] it can not be ascertained whether the German glider field and the field referred to in the present report are identical.

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Airfield construction in the woods were reported from East Germany and the satellite countries. Therefore, it is possible that an airfield was also constructed in the wooded area near Stuhm. This airfield might extend over the open area west of the wood up to the branch of an estuary of the Vistula river. The biplanes observed indicate that a Polish pilot school might be stationed at the field. The jet aircraft presumably belong to the jet fighter units stationed in Oliwa Wrosczez (Q 55/Y 43) and Okayzie (Q 55/Z 44).

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2. Comment. The small airfield south of Katowice is of little importance. The report generally corresponds to previous information with regard to the dimensions of the field, the location of the buildings and its occupation by non-military units. The glider training and the parachuting of the *uzba Polska* and the *Liga Lotnicza* are evidence of para-military training. [redacted] the airfield has an east-west runway, about 20 x 700 meters. The terrain limits an expansion of the field.

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3. Comment. [redacted] A Polish aviation school is assumed to be stationed at the field. After the completion of the runway, the field will presumably be occupied by units of the Polish Air Force.

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