

COUNTRY	East Germany	REPORT	
TOPIC	Jueterbog Altes Lager Airfield		25X1
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EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		PREPARED	25 March 1953
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS	This is UNEVALUATED Information		

1. At 7 a.m. on 17 February, aircraft, probably ground attack planes, were pushed out of some fully lighted hangars at Jueterbog Altes Lager airfield. At 8 : 15 a.m., air activity was started by formations of up to 9 or 10 planes. The planes took off at short intervals. Before the landing, the first plane winged over to the left and then approached the runway in a gliding flight. The other aircraft followed in the same way. It was once observed that a formation of about 30 aircraft was aloft. After the landing, the planes were refueled and again took off. Taking-off and landing was practiced by IL-28s. On 18 February, formation flying was again practiced by ground attack planes and local flights were made by IL-28s.

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2. On 18 February, there was air activity by the ground attack planes which were parked in the two northern hangars of the group of hangars located in north-south direction. It was repeatedly observed that formation flying was practiced. At 4:30 p.m., some T-34 tanks were observed south of Neumark. A radio installation was located in the same area. At the same time, ground attack planes were observed in the air south of Neumark. After 1 p.m. on 24 February, there was formation flying by ground attack planes. At about 2 p.m. on 25 February, swept-back jet fighters with auxiliary fuel tanks flew over the field and individually dived down to about 100 meters in the vicinity of the field. After 2 p.m. on 27 February, there was air activity by ground attack planes

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3. On 23 February, there was an alert and all aircraft crews at the field, including the pilots had to go to their planes. They had gas masks on. The tarpaulins were removed from the planes and the engines were started. The other personnel at the field had to go to their vehicles or into the hangars. At the same time, the guards were doubled and patrolling intensified. The alert was given for all officers and EM. the alert stage II was terminated at 2 p.m.

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4. On 26 February, eight railroad tank cars with fuel were shipped toward Reinsdorf. On 27 February, 20 railroad tank cars arrived in Jueterbog Altes Lager.

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5. A sentry wearing red epaulets was posted on the roof of the southern hangar of the group of hangars located in north-south direction. A shed was on top of the hangar.
6. The following observations were made at the field between 20 February and 7 March:

20 February. At 10 a.m., there was air activity at the field. Visibility was limited to 15 km and the sky was partly cloudy. Between 10 a.m. and 4 p.m., it was repeatedly observed that IL-28 planes took off and flew in elements of two.

All the twin-jet aircraft were fitted with auxiliary fuel tanks. Only one UH-28 plane was identified among the IL-28s. Individual planes had two gun barrels projecting from their tail gunner's stations and that other planes only had one gun barrel. During air activity, three radio trucks were parked south of the runway. When the air activity was discontinued, 11 twin-jet planes were parked on the northern edge and 10 IL-28 and UH-28 planes were on the eastern edge. Numerous single-engine planes were also observed at the field.

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1 March. Between noon and 1 p.m., a high-wing monoplane practiced local flying in the vicinity of the field. Two radio trucks were parked about 100 meters north of the eastern end of the runway.

7. Six 37-mm AA guns were still emplaced on the eastern edge of the field, just northeast of the eastern end of the runway, west of the spur track. Another AA gun emplacement was observed in the southwestern corner east of the temporary buildings, along the road to Niedergoersdorf.
8. No changes were observed on the shrapnelproof aircraft revetments on the northern and eastern edges of the field. Individual shrapnelproof revetments also existed near the sewerage plant.
9. The previously reported radio installation in the eastern flying lane consisted of a single mast which was 800 to 1,000 meters from the eastern edge of the field. A radio installation with four masts was located on the Weinberg and another radio installation near the Jueterbog swimming pool.
- 10.
11. On 23 February, there was intensive air activity by ground attack planes and IL-28s over the Jueterbog training grounds. Intensive artillery activity was heard from the troop training grounds. On 24 February, there was intensive air activity up to the night. Jet fighters were observed for the first time.
12. On 21 February, the technical director of the Bauunion Spree, Burtchen (fnu), had to participate in a conference of the air force construction staff in Werder. There, Colonel Bugachov (fnu), who arrived in Germany in early 1953 and does not speak German, declared that Jueterbog airfield is to be improved to a large field with all available means. On 24 February, Colonel Bugachov and Lieutenant Colonel Smirnov (fnu) again conferred with Direktor Burtchen in Werder and stated that Jueterbog airfield is to be evacuated during construction work. The scheduled improvement work included an extension of the runway to the west by some hundred meters. Brand airfield was to be considered as a model of the

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construction project. Taxiways and 64 shrapnelproof aircraft revetments were to be constructed. Remarks pointing out the difficulties in the procurement of the required construction material, particularly narrow-gauge field railway tracks [] were rejected by the Soviets who stated that this construction project was to be accelerated with the greatest speed and that 200 dump trucks will arrive from Hungary so that no narrow-gauge field railways [] will be required. The Soviets also said that construction work at Parchim airfield will be reduced. 5

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1. [] Comment. The air reconnaissance regiment and the ground attack regiment at Jueterbog-Altes Lager airfield performed intensive air activity. Particularly, the ground attack regiment practiced formation flying and cooperation with army units. The 21 IL-28 planes counted represent the aircraft strength of the reconnaissance regiment. The ground attack regiment is believed to be equipped with about 55 IL-10s.
2. [] Comment. The fuel shipment indicates that the ground attack regiment is to be transferred to Reinsdorf. In the year 1952, the regiment was transferred from Jueterbog to Reinsdorf between 15 April and 20 October.
3. [] Comment. The AA gun emplacements are known. The pin-point location of the emplacement in the southwestern section of the field has not been determined as the reported temporary buildings are not known.
4. [] Comment. This information indicates the pin-point location of the PKV-45DF station []
[] The Weinberg is located 2 km west of Jueterbog-Damm. []
5. [] Comment. This is the first information on intended improvement work at Jueterbog Altes Lager airfield. Colonel Bugachov is reported for the first time. Lieutenant Colonel Smirnov is deputy chief of the construction staff in Werder. An extension of the runway to the west is considered possible. Bauunion Spree is also charged with construction work at Parchim airfield. This construction project was estimated to last for two years.

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