

FD 272

COUNTRY East Germany SECURITY INFORMATION REPORT 25X1

TOPIC Staaken Airfield

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] DATE PREPARED 1 September 1953 25X1

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE) [REDACTED]

REMARKS [REDACTED]

[REDACTED]

[REDACTED]

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1. Between 10:15 a.m. and 4:30 p.m. on 7 August 1953, five Li-2s were parked in front of a hangar at Staaken airfield in addition to the Il-10s which had been reported previously. Jeep [REDACTED] occupied by an officer and 3 EM with air force uniforms, came from the field. Just west of the bomb dump along the northern edge of the field, 13 large and 6 small fuel containers, and which apparently had been dug out a short time ago, were observed. The radio installation which had been located in the western sector of the field, approximately by the extension of the runway had been removed, while the Adcock D/F station in the southwestern portion of the field was still there. The searchlights formerly emplaced in a row at a right angle to the western end of the runway had been dismantled.

2. On 10 August, the radio installation with four masts was still observed at the southwestern corner of the field. The searchlights had been dismantled. The fuel containers at the fuel dump had been dug out and removed, and the holes in the ground had been refilled.

3. On 8 August, an air force unit was entrained at Dallgow railroad station. No details have been observed. On 9 August, another air force unit with equipment, which included trucks, tank trucks, ambulances, fire trucks, mobile cranes and generators, was being entrained at Dallgow railroad station. The unit arrived by road on highway No 103 from the east.

operations still continued after 10 p.m. [REDACTED] loading

4. [REDACTED] between 8 and 11 August:  
 8 August. About 6 p.m., 4 large fuel containers, which had been dug out, were observed at the northern edge of Staaken airfield.  
 9 August. About 1 a.m., loading operations were under way at Dallgow railroad station with the site being brightly lighted. About 5:30 p.m., a train loaded with 6 tank trucks, 2 fire trucks, 4 field kitchens, 3 ambulances, and 8 trucks was observed at the railroad station. At 8:30 p.m., the train was still at the station. Air force personnel were seen near the train.  
 10 August. About 5:30 a.m., the train observed on the previous day at Dallgow railroad station had departed, but a train of about 20 empty flatcars was seen there. At Staaken airfield the fuel tanks, which had been dug out, had been moved to the spur track and two small wooden buildings, at the former fuel dump, had been dismantled. The radio installation and the searchlights at the western

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edge of the field had been removed.

25X1 11 August. A train consisting of 23 flatcars with furniture and light  
25X1 poles, 1 flatcar with aircraft wings, 8 boxcars with equipment, and  
25X1 7 converted boxcars with air force personnel was observed at Staaken  
freight station. About 5:30 p.m., a train of flatcars carrying 5 trucks,  
3 tank trucks, [redacted] 2 prime movers  
for aircraft, mobile crane [redacted] 1 sedan, 3 trailers, 1 furniture  
van, 1 mobile repair shop, 1 generator, grass mowers, rollers, hay rakes,  
and fuel containers was observed at Dallgow railroad station. Air force  
soldiers were seen near the train.

25X1 5. On 12 August, [redacted] the air force  
25X1 unit from Staaken had been shipped with all its equipment to Schoenefeld  
during the preceding week, the last shipment leaving on 11 August. At 1:30  
p.m. on 12 August, no aircraft were parked at Staaken airfield.

6. Between 7 a.m. and 10 a.m. on 13 August, the open hangars and quartering  
buildings at Staaken airfield were empty. The air sleeve previously  
observed on the flight control station had disappeared. The main gate was  
unlocked and no guards were seen. Cows were seen grazing on the field. The  
radio installations were no longer observed.

25X1 [redacted] Comment. The present report contains information on the movement of  
the air transport unit from Staaken to Schoenefeld airfield between 7 and 11  
August 1953.

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