

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. New Construction:

a. Hardstands:

In the extreme southeast corner of the airfield along the lower side of the southern taxi-track, an area measuring 530 by 150 meters has been laid out for a series of hardstands. These clearings have been packed with sand and gravel, and the surrounding portions have been concreted to a depth of 40 cm. A track 20 meters in width and 40 cm. thick, surrounding the east, south, and west sides of the hardstands, is about two-thirds complete.

b. Fuel Installation:

There is an interval of about 250 meters between the southern side of this new concrete area and the airfield siding. In this space, preparations are well in hand for the construction of a second fuel installation, identical in appearance to the recently completed depot situated about 2,000 meters further westwards. To date the trees have been cleared and an area measuring about 150 by 50 meters has been leveled and circular excavations have been started. A new road, linking the existing fuel depot to the new installation, is almost complete.

c. Railroad Construction:

- (1) A new railroad spur has been surveyed and construction started; leading southwards for about 1.6 kilometers from the main airfield siding to a junction with the main Templin/Zehdenik line, south of Vogelsang. Commencing at Jagens 146, a new track leads southwards for 1.3 kilometers, terminating at the boundary of Jagens 133, 132, 121 and 122.

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In Jagen 132 through which the new siding is being built, extensive clearing and leveling is being undertaken. Large-scale surveying is in progress at the site. It is understood from a responsible German overseer that a further ammunition depot is scheduled for construction in this area.

- (2) A new lane 30 meters in width is being cut from the railway junction at Jagen 115/116 where the existing ammunition depot is under construction. This lane leads eastwards in the direction of the new clearing, three kilometers in length, which leads southwards from the southwest corner of the runway. Piles of ballast and railway sleepers have been assembled at the railway junction, and there is every indication that a new railway siding is to be constructed.

d. Clearing Southwest of Main Runway:

- (1) Further progress has been made in the extensive clearing, three kilometers long, leading southwards from the southwest corner of the southern taxi-track. This clearing has an overall width of approximately 120 meters, and a two-kilometer stretch has been excavated to a depth of about 60 cm. and to a width of 80 meters. Further excavation continues southwards, with the debris being removed by a light-gauge railway system. A system of overhead high-powered electric lamps has been set up, extending over the entire length of the project.
- (2) Three concrete mixing points have been set up, one at each end of the strip and the third about in the center. On each, three large concrete mixers have been set up, although no concrete has as yet been laid pending the arrival of sufficient quantities of suitable gravel.
- (3) In Jagens 70, 71 and 100, adjoining the end of this vast new clearing, a system of hardstands have been marked out in the same form as the sets of twelve hardstands immediately adjoining both the easterly and westerly ends of the main runway. To date, 20 such hardstands have been marked out. A separate road, 22 meters in width, is projected northwards from this site to link it to the airfield.

2. Concreting:

- a. Work on the repairs to the concrete runway and taxi-tracks, necessitated by bad mixing and the use of impure sand, has continued. Over 150 workers have been concentrated on completing this task. The individual blisters in the concrete have been chiseled out, irrigated and refilled with concrete. To ensure that the concrete sets properly, lumps of clay have been laid over each hole and kept damp for several days. Repairs to the runway are now complete although no attempt has been made to date to fill in the 4 x 2-meter square holes situated at either end and about one-third and two-thirds of the way down the runway.
- b. After the discovery of so many faults in the concrete due to the use of impure sand and gravel, all concreting on the project was brought to a standstill.

On 27 April concreting was resumed on the whole site, but only washed gravel was permitted in the concrete mixers. The decision to resume concreting was made after a visit of a team of Soviet engineers who arrived from Werder. Four cars, two of Soviet Air Force and the others civilian [redacted] brought the party to the site.

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3. Personnel:

- a. The departure of the Soviet construction staff, supplementing the Bau Union Brandenburg, has been postponed until 15 May. Meanwhile three trains have been loaded with three diesel locomotives, three concrete mixers, quantities

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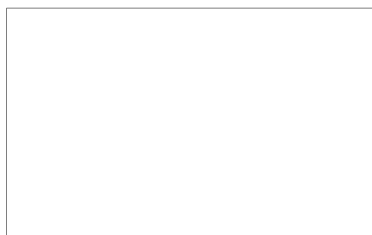
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of roofing material, two blue-painted wooden huts, considerable quantities of paint and varnish, and railroad sleepers. On 7 May 1954, 60 members of the new construction staff started to arrive by road. All personnel wore a black Soviet uniform. Shortly afterwards a train arrived on the site, bringing in tracked vehicles, diesel locomotives, heavy equipment and numerous crates. All requisitioned trucks and cars are being sold privately.

- b. The present total of German workers employed on the site numbers 1,600. A further 400 workers have been recently hired. All workers are from the Bau Union Brandenburg. Work is now proceeding throughout the site in two shifts, each lasting ten hours.

4. Pump Houses:

Two pump houses have now been completed adjoining the southern side of the runway, situated at points 210 and 1,130 meters from the western end of the runway. A third pump house adjoins the former **Vietmannsdorf-Gross Doelln** road, about midway between the runway and the southern taxi-track. All pump houses adjoin wells averaging a depth of 22 meters and are connected to a series of underground water pipe lines which run along each side of the runway. These pipes have a diameter of 20 cm.



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