

CLASSIFICATION <u>SECRET/CONTROL-U.S. OFFICIALS ONLY</u>	
COUNTRY <u>East Germany</u>	REPORT
TOPIC <u>Vietmannsdorf Airfield</u>	
EVALUATION	PLACE OBTAINED <u>639131</u>
DATE OF CONTENT	
DATE OBTAINED	DATE PREPARED <u>7 July 1954</u>
REFERENCES	
PAGES <u>9</u>	ENCLOSURES (NO. & TYPE) <u>3 - three sketches on ditto, with legend</u>
REMARKS	<u>This is UNEVALUATED Information</u>

1. the Brandenburg VEB Tiefbau, formerly Bauunion Brandenburg, employed 927 and 1,029 workers on Vietmannsdorf airfield on 1 April and 11 May 1954, respectively.
2. Since mid-April, work has been under way on concrete aprons and connecting lanes at the southeastern corner of the taxiway. The construction site extended about 120 meters in a N-S direction and about 500 meters in a E-W direction. The connecting lanes were scheduled to be about 18 meters wide and provided with a concrete cover of about 40 cm. Expansions with a 20-cm-thick concrete cover were planned to be built along the connecting lanes. 1
3. Most of the work in fuel dump No 1 was completed by mid-May. The four fuel containers were provided with a concrete protective wall about 1 meter from the other wall of the container. The space between was covered by concrete slabs leaving an inspection opening. In mid-May, concreting work was being done on a road, about 8 meters wide and 15 cm thick, around the fuel dump. This road was about 80 cm above the level of the surrounding terrain. According to talks heard at the field, a second fuel dump was scheduled to be built at the northern edge of forest sub-district (Jagen) No 157. No preparatory work has been observed so far. 2
4. During April and May, uprooting and grading work had advanced southward from the cleared lane at the southwestern corner of the taxiway toward Kurtschlag. Preparations for concreting work indicated that the lane was to be about 21 meters wide and covered with concrete 40 cm thick. 3
5. Since late April, the Soviet construction staff has prepared its transfer. Equipment, machines and narrow-gauge field tracks were loaded in mid-May. Rumors had it that the construction staff would be transferred to China. 4

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6. The grinding of joints on the runway was resumed on 12 April. Defective spots on the runway and taxiway which had been caused by clods of lime and clay were repaired during April and May. The construction staff allegedly had estimated 14,000 such spots, the number of which even increased while holes were bored with a paving-wammers. Most of the defective spots were on the taxiway. Each worker was to repair 5 holes per hour while he actually repaired approximately twice as many holes. The defective spots were torn up, cleaned and then filled with concrete. A lump of clay which was kept moist for some days was finally put on top of each repaired spot. Work on the runway was completed by mid-May. Then it continued on the taxiway. On the runway the 4 large holes resulting from the removal of large pieces of concrete for pressure tests were not yet repaired. 5
7. The four fuel containers in the fuel dump were surrounded by a green concrete wall. The space between the individual containers and the walls was to be covered with concrete slabs which were cast near the concrete silo. Covering work was not yet completed in April. Armatures and technical equipment were being installed in the pumping house and the filling stations. Concreting work was under way on a connecting road from the taxiway to the fuel dump and on a circular road around the dump. Allegedly, the construction of an additional fuel dump was to be started at the end of May or the beginning of June. The date, however, was delayed as no designs were available as yet. 2
8. Uprooting work on the 120-meter-wide lane which extended from the southwestern corner of the taxiway toward Kurtschiag was stopped during the first half of April. During the second half of April, grading and excavation work was resumed and light poles were erected for the night shift. Concrete mixers were erected at the intersection of the wood path from Grossvaeter to the Klein-Doel'n Settlement and the cleared lane. At the beginning of May, the lane was extended southward to as far as Jagen No 72. Finishing leveling work was started on the lane on 3 May and concreting work in the second half of May. The lane was about 21 meters wide. There were rumors that the lane was intended to be widened to 60 meters for usage as a second runway. Construction work was under way on both sides of the southern end of the lane, apparently on connecting strips to the aircraft dispersal areas. 3
9. Preparatory work for the departure of the Soviet construction staff has been observed since late April. Concreting work was stopped on 22 April and some of the construction implements were dismantled. On 27 April, however, concreting work was again started and two work shifts began on 3 May. During May, Soviet shipments left the site and it appeared that the entire Soviet construction staff would leave by the end of May. Most of the German workers employed by the Soviet staff were dismissed. All of the workers were apparently taken over by the VEB Tiefbau Brandenburg. Shubanov (phonetic spelling) (Cmu) of the Werder construction headquarters 4 became construction superintendent at the site.

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10. Beginning around 10 May, air force officers repeatedly arrived at the construction site. Sedans with German drivers, [redacted] with red Soviet star, [redacted] were frequently observed parked in front of the headquarters building. [redacted]

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11. At the beginning of April, many workers were employed at the south-eastern end of the taxiway. Together with the beginning of leveling work, a water pipe was laid and the construction site, about 600 meters from east to west and about 145 meters from north to south, was surrounded by light poles for the night shift. Grooves were hollowed in the taxiway at the intersections of the planned concrete lanes with the taxiway. During daytime and at night, concreting work was done on the connecting lanes which consisted of 6-meter-wide and 40-cm-thick concrete slabs of which 3 were placed side-by-side. During the second half of May, concreting work was slowed down as concrete mixers continuously became defective. Some of the joints were not yet filled but this work was to be postponed to a later date in order to avoid grinding work.

12. At the beginning of April, grading work was started north of the runway to as far as the northern edge of the wood. At first, droppers and dumpcans for earth work were used there. Later on, brigades of women and scrapers were used for finishing work, after a narrow-gauge field railway had hauled soil from an area east of Vietmannsdorf.

13. In early May, three ammunition houses of the ammunition dump were provided with double doors; the inner door being a solid iron door which closed tightly, while the outer one was only a lattice wood door 3 cm thick with the lattices 3 cm apart. Paving and concreting work in front of and between the ammunition houses was completed. The transformer south of the ammunition houses was connected to the public mains by means of an overhead line. A 40-meter-wide lane was cut into the wood from the railroad line at the northern edge of the ammunition dump into the area east of the ammunition houses. An embankment, probably for another spur track, was raised at the intersection of the lane and the railroad line. 7

14. On 7 May, an air force construction unit with about 10 caterpillar tractors, rollers, leveling machines, trucks, sedans and a field kitchen arrived at the field and established a camp in the north-eastern corner of the field in Jagen No 22. The soldiers were quartered in tents. Holes were dug for fuel barrels which had been brought with the unit. The personnel were first engaged in cleaning work in the vicinity of the camp. During the second half of May, the unit used prime movers, plows and rollers for grading work in Jagen Nos 197, 220, 221, and 222. [redacted]

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15. During April, the withdrawal of the Soviet construction staff was initiated. In this connection, the construction machines which had been placed at the disposal of the Brandenburg VEE Tiefbau were to be made ready for the transfer. Therefore, the chief of the VEE

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Theftau Brandenburg conferred with liaison officer Shubanov of the Soviet construction staff in Werdor and as the result some of the machines remained at the construction site. Dispatched equipment included about 1 1/2 km of narrow-gauge field rails, dumpcars, concrete mixers, planks, timber and the entire sawmill including a large portion of cut boards. The loudspeaker installation which had been used by the construction staff was also dismantled. The cables were wound up on auxiliary reels and placed in specially manufactured crates.

[redacted] construction staff would be transferred to China. 4

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16. On 7 May, a rail shipment with about 3 officers, 50 air force soldiers, trucks, radio truck [redacted] and equipment arrived at the construction site. 8

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17. The concrete walls around the four fuel containers in fuel dump I were completed. Construction work was under way on a circular road around the fuel dump with a connection to the road leading to the southern taxiway. A branch road, about 10 meters wide, extended from the circular road to the ramp east of the fuel dump. A road section was also under construction to the west of a new building which was about 12 meters long and 5 meters wide and provided with a 12-cm-thick concrete roof which sloped from east to west. Two water reservoirs were seen in the fuel dump, each about 3 meters in diameter with an estimated depth of 5 meters. Each of the reservoirs was covered by 3 double T-shaped girders during the second half of May. At the bottom of the water reservoirs was a round bulge, about 1 meter in diameter. The tapering walls and bottom of the bulge were concreted. [redacted] sketch of fuel dump I. 2

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18. Work was started on several 13-meter-wide concrete roads which began at the southeastern corner of the taxiway and extended in an area 50 meters wide from east to west. The roads lead to another 13-meter-wide concrete road, running in E-W direction, which had been completed in early June. Approximately in the middle of the connection roads were round concrete hardstands, each about 50 meters in diameter, which were to serve as aircraft dispersal areas. The concrete cover of the roads and hardstands was to be 40 cm thick. 1

19. A construction plan observed in the office of the German construction staff in April indicated that the scheduled taxiway, which extended from the southwestern corner of the taxiway toward Kurtschlag terminated in two taxiways, each about 1 km long, with aircraft hardstands along the sides. Uprooting and grading work was under way at this site. [redacted] the hardstands were to be 21 meters wide with three 7-meter-wide concrete slabs side-by-side. However, there were rumors that the width was intended to be 60 meters. By mid-May, grading work was completed for a 40-cm-thick concrete cover on a line leading from the southwestern corner of the taxiway to as far as the intersection with the spur track. Preparatory work for concreting work was started. A strip, 300 x 7 meters, was concreted toward Kurtschlag by 5 June. From the 300-meter

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27. In April, the Arbeitsgemeinschaft Thuringen started clearing work on a strip for the new connecting spur track to the ammunition line which branched off from the spur track at kilometer marker 2.1. This organization was to construct only the spur track and to do preparatory work for the ammunition houses, while Soviet soldiers were to build the ammunition houses themselves. [REDACTED]
28. The sum allotted for work planned to be performed by the VEB Tiefbau Brandenburg in 1954 amounted to about 19 million eastmarks including about 12 million eastmarks for just the construction expenses and about 5 million eastmarks for special expenses such as allowances for non-local workers. The sum did not include expenses for direct orders, e.g. orders in connection with the fuel dump.
29. The VEB Tiefbau Brandenburg was instructed to reduce the basic cost for 1954 by 9.9 percent. The saving could not be effected by reducing the material costs as the Soviet construction headquarters was the contractor nor could the freight costs be reduced or the work quota be increased. Therefore, cuts were only possible in the wage section and more economical methods of production were to be introduced. The Soviet construction had to pay 1.5 million eastmarks for the usage of freightcars in 1953. This sum was booked to reparation costs. 10
30. As previously occurred at Tutow airfield, an accident happened in Vietrammsdorf in connection with the shipping of rails of the Soviet construction staff by Soviet trucks. Two men were killed.
31. In late April [REDACTED] the Soviet construction staff which was assigned to Vietrammsdorf would be retransferred to the USSR. The dispatch of construction implements, prefabricated barracks sections, narrow-gauge field rails and boards was observed. In connection with the transfer, the sawmill in Gross Roslin was closed. On 29 May, a train of 40 to 50 flatcars loaded with motor vehicles, construction machines and material was observed at Vogelsang railroad station. A railroadman stated that this was the last shipment of the Soviet construction staff.⁴
32. In early May, a train of 5 boxcars and 37 flatcars was shunted onto the spur track to the field. The boxcars were occupied by air force soldiers, the wore gray sixty uniforms. The flatcars were loaded with about 7 trucks, several tractors of various sizes, rammers, large iron rollers, scrapers, and leveling devices. [REDACTED]
33. At the beginning of May, air force soldiers checked the passes at the northern side of the field. Since 23 May, no checks have been made at the two barriers which were no longer closed nor guarded by Soviet soldiers who were red-banded black granules. The German entrance was still guarded by 2 German factory policemen.

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with red brassards. During April, leveling work was under way in the northern section between the runway and the edge of the woods. In late May, 3 cement mixers were in operation in the southwestern corner of the field where, since late April, clearing work has been under way in a southwesterly direction toward Kurtzschlag.² The cut trees on the lanes in Tagen Nos 216, 217 and 241 were shipped away but no uprooting work had been started as of late April.

36. In late April, the Soviet construction staff started to depart from the airfield taking equipment, narrow-gauge field rails and prefabricated barracks sections along. The shipment with the equipment was consigned to the "Soviet Main Construction Staff in Leipzig". Major Shurtajov (fnu) remained at the field to supervise construction work there. *

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37. In early May, defective spots on the concrete covers were torn up. The damages were caused by lines and loose lumps in the concrete. Allegedly, the work quota was to be raised at the end of May. Work was also to be pushed by voluntary increase of work norms and competition. ⁵

38. During May, the Soviet construction staff was withdrawn from the airfield and, since mid-May, the construction site was directly supervised by the Soviet construction headquarters in Werdor. Leading members of the old construction staff such as Colonel Khomotov (phonetic spelling) (fnu), Lieutenant Colonel Oleinik (phonetic spelling) (fnu), and Major Kopnin (fnu) were still present at the site on 19 May. The German personnel previously employed by the Soviet construction staff were continuously being reduced. A total of 35 Germans were given notice on 15 May. A large portion of the construction machines and narrow-gauge field rails belonged to the Soviet construction staff. This equipment was loaded when the staff left the field. Before departing, the Soviet construction headquarters in Werdor ordered that part of the equipment remain in Vietmannsdorf. *

39. The German construction staff included chief construction superintendent Maxani (fnu), excavation foreman Albert Schulze, foreman for concreting work Wilhelm Ruland, and party secretary Gustav Götay. There was no foreman for above-ground construction work in mid-May. Allegedly, 2 buildings, including a hospital were planned to be built.

1. [redacted] Comment. [redacted] It has previously been assumed that the connecting lanes to the northern taxiway would be 21 meters wide. The expanded areas along these connecting lanes have a concrete cover of 20 cm according to all sources except for source A who reported a thickness of 40 cm. Efforts have been initiated to determine which information is correct.

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2. [redacted] Comment. For sketch of fuel dump I, see Annex 1. The planned construction of a second fuel dump in Tagen 157 was previously reported by another source [redacted]

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Annex 1

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Legend:

- 1 Fueling house of fuel dump I
- 2-5 Gasoline containers each with concrete wall and 4 lighted fire rods
- 6 Newly built concrete road around fuel dump, 5 meters wide and 12 cm thick
- 7 Newly built concrete road, branching off from loading ramp, 10 meters wide and 12 cm thick
- 8 Loading ramp
- 9 and
- 11 Water reservoirs, each 5 meters deep and 3 meters in diameter
- 10 Brick building, about 12 meters long and 5 meters wide; front section 2.5 meters high, back section 3 meters high, concrete roof 12 cm thick; utilization undetermined
- 12 Brick building, smaller than 10), is to serve as laboratory
- 13 Concrete road to branch line
- 14 Vietmannsdorf-Grosse Döhlen road
- 15 Branch railroad line
- 16 Vogelsang - airfield spur track
- 17 Grunowald-Collin Lake wood patch
- 18 New concrete branch road to building 10)
- 19 New concrete branch road from road 7) to road 6)

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Annex 1

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Legend.

- 1 Pumping house of fuel dump I
- 2-5 Gasoline containers each with concrete wall and 4 lightning rods
- 6 Newly built concrete road around fuel dump, 5 meters wide and 12 cm thick
- 7 Newly built concrete road, branching off from loading ramp, 10 meters wide and 12 cm thick
- 8 Loading ramp
- 9 and
- 11 Water reservoirs, each 5 meters deep and 3 meters in diameter
- 10 Brick building, about 12 meters long and 5 meters wide; front section 3.5 meters high, back section 3 meters high, concrete roof 12 cm thick; utilization undetermined
- 12 Brick building, smaller than 10), is to serve as laboratory
- 13 Concrete road to branch line
- 14 Vietmannsdorf-Gross Doelin road
- 15 Branch railroad line
- 16 Vogelsang - airfield spur track
- 17 Grunewald-Collin Lake wood patch
- 18 New concrete branch road to building 10)
- 19 New concrete branch road from road 7) to road 6)

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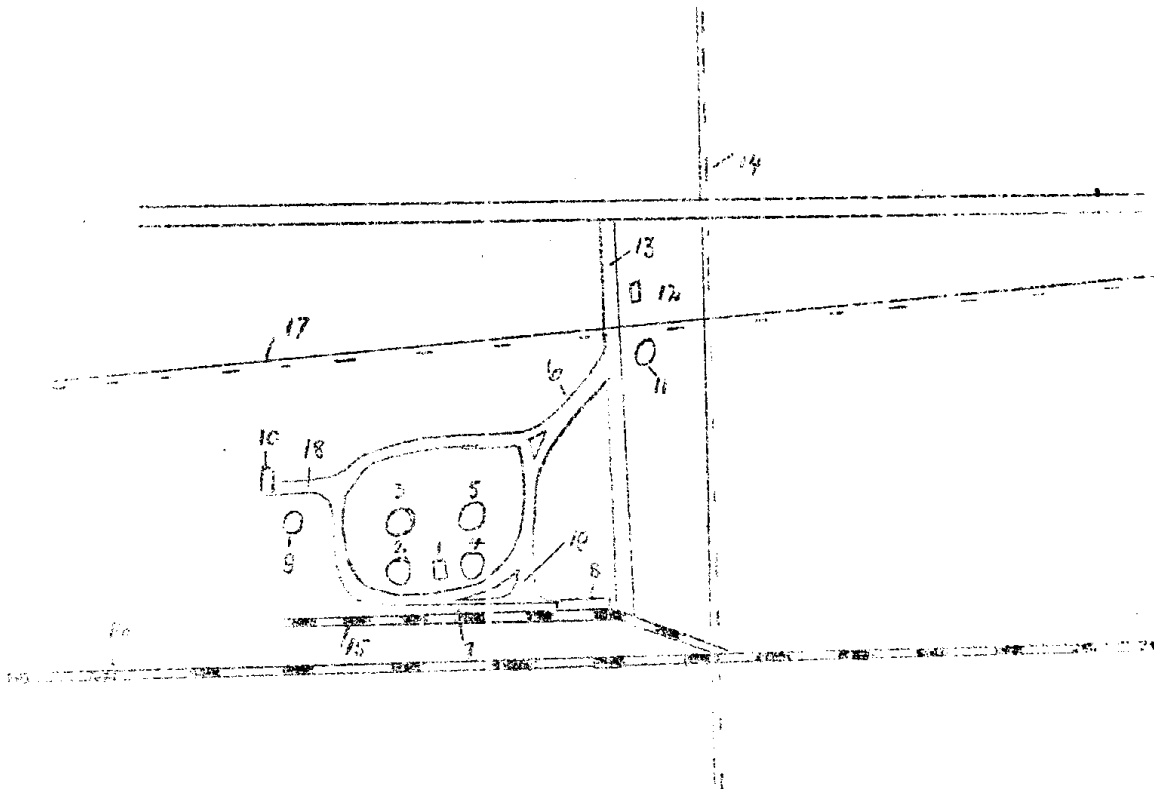
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Annex A

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Fuel Dump 1 at Vietnamsovlorf Airfield



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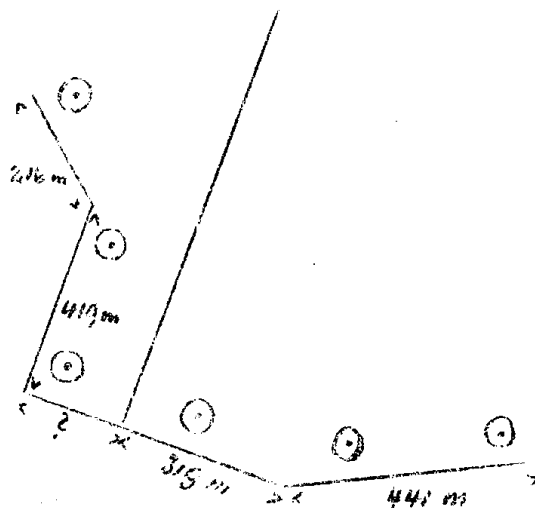
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Annex 2

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New Location of isopetal areas at Vietnamcolof Airfield



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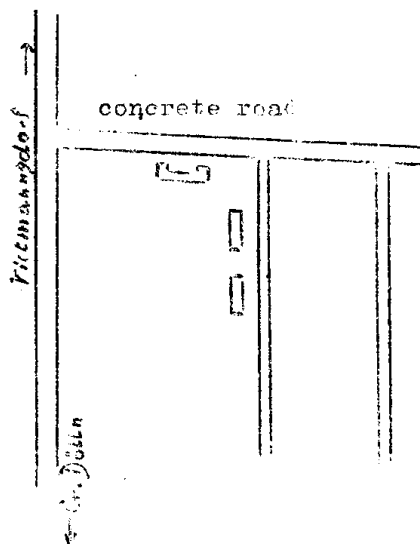
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Annex 3



Location Sketch of 3 Low Buildings at Vietmannsdorf Airfield



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