

CLASSIFICATION **SECRET** - U.S. OFFICIALS ONLYCOUNTRY East Germany REPORTTOPIC Jocksdorf Airfield Near Forst

EVALUATION _____ PLACE OBTAINED _____ 25X1

DATE OF CONTENT _____

DATE OBTAINED _____ DATE PREPARED 24 November 1954

REFERENCES _____

PAGES 3 ENCLOSURES (NO. & TYPE) _____ 25X1

REMARKS _____

This is UNEVALUATED Information

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1. On 3 October 1954, the following observations were made at Jocksdorf airfield:

Buildings were under construction south of the Gross-Schacksdorf road about 200 meters west of the Gross Schacksdorf - Preschen road toward the Pilsberg. Three large buildings, each about 50 meters long, were located north of the newly concreted road which ran over the northern section of Pilsberg to the southwest. Of these buildings the ground floors have been completed. The two eastern buildings were located parallel to the road, and the western building was at a right angle to the road, approximately on top of Pilsberg. A two-story building, possibly a [redacted] building, was almost completed south of the concrete road approximately opposite the middle building along the northern side of the road. The construction site was partially fenced in.

The road which extended over the Pilsberg was concreted as far as the marshy area west of Pilsberg. Preparations were seen on further concreting work to the southwest. It seemed that a connecting road to the buildings inside the fence of the field was to be established. The point where the concrete road meets with the Gross Schacksdorf - Preschen road was blocked. Concreting work was under way on the road from this point to as far as Gross Schacksdorf.

The construction site of the buildings inside the fence around the field, northeast of Jocksdorf was about 930 meters east of triangulation point 91.5. Five buildings were under construction 30 to 40 meters east of the fence. The framework of these buildings was completed up to the first floor. The northern building extended from east to west and the other 4 buildings were adjacent to the south in N-S direction. Additional excavation work was under way between these buildings, the railroad line and the road to the east. The previously mentioned building crane was still there. A bare building of brick construction was seen east of the railroad line and road approximately in line with the southernmost building. Two large boilers on which the fire places were clearly seen were stored close-by. It was assumed that a boiler house was to be established there. Several two-story brick buildings with flat roofs were seen adjacent, south of the 5 buildings, south of the excavations, west to and parallel of the railroad line. The utilization of these buildings was unknown. The flight control station, a three-story building with a four-cornered tower at its western side, was about 500 meters from the runway, just southwest of the crossroad which was about 335 meters east of triangulation point 96.2.

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About 200 meters east of the flight control station there was a building, the utilization of which was not known. A transformer house was located about 400 meters south of triangulation point 86.1 in the northwestern corner of the fence around the field. The pin-point location of the fuel dump could not be determined.

- 2. The Gross Schacksdorf - Preschen road was blocked in line with the flying lane east of the runway. The fence which ran west of the road along the northeastern border of the field continued toward the southeast in a wire entanglement [redacted] width of the flying lane. The wire entanglement was 1 meter high, [redacted] meters deep and extended to the east as far as the marshy area of Rohrteich. The so-called "Fischteiche" (fishponds) were located southeast of the field outside of the fence. The western edge of the field was also bordered by the same fence as along the eastern edge.
- 3. A concrete taxiway about 250 meters long and provided with a dispersal area branched off from the eastern end of the NE-SW runway toward the south. A taxiway extended to the north from the eastern end of the runway. Only its first portion was seen.
- 4. Between 21 and 23 October, the following observations were made at Jocksdorf airfield:
The central heating plant was not located near Gosda, as previously reported, but about 150 meters north of triangulation point 94.2. A garage 46 to 50 meters long and 10 deep was completed in the area of the garage yard. Buildings Nos 8 and 9 were to be constructed in the near future. Construction work was completed on 8 to 10 small, four-cornered buildings in the curve of the road which was established for the tank trucks. On these buildings only the windows and inside equipment were still missing. Between the buildings were some hills under which the fuel containers presumably were installed. A small building which was located immediately at the beginning of the curve served as a fire house. The utilization of a similar building located farther toward the taxiway could not be determined. The taxiway extended south of the road to the fuel dump, at the edge of the wood. The dispersal areas along the taxiway were located along the side nearest to the wood.

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[redacted] Comment. The report supplements previous information on construction work at Jocksdorf airfield.

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