

~~CLASSIFICATION SECRET~~

COUNTRY	East Germany	
TOPIC	Gross Doelln Airfield	25X1
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		
DATE OBTAINED	4 March 1955	25X1
REFERENCES		
PAGES	2 ENCLOSURES (NO. & TYPE)	25X1
REMARKS	This is UNEVALUATED Information	

1. Some of the workers at Gross Doelln airfield were transferred to other construction sites since the weather hampered construction work at Gross Doelln. About 600 men remained at the field where they were engaged in cleaning and excavation work. The mechanics were charged with the dismantling and overhauling of ~~noted~~. On 25 January 1955, the construction staff at the field were expecting governmental officials to arrive in order to discuss regulations for the bad weather period. It was envisaged to temporarily discharge the construction workers during the frost period with a 60 % pay. 25X1

2. Concrete work on connecting lane A/B on the taxiway to the hardstands near the Klein Doelln Settlement and on the hardstands was completed by ~~mid-December~~ 1954. Not all of the joints between the concrete slabs had been filled by 7 January 1955. Construction work on buildings had not yet started.

3. [redacted] an airfield near Lehnin in addition to the field near Querfurt was to be built. 25X1

4. Controls by Soviet sentries, having been rather lax for quite some time, have been considerably intensified since the beginning of 1955.

5. The number of workers at Gross Doelln airfield was reduced because of the unfavorable season. Workers were continuously detached to other construction sites, such as Eggesin, Pasewalk, Querfurt, Zeitz and Merseburg. Dredgers, steam and diesel locomotives were also transferred. Concrete mixers and spreaders were shipped to Neubrandenburg for overhauling while some small Delmag-type detonating rammers were transferred to Lauscha or Laucha. About 600 workers were still employed at the field around 18 January 1955.

6. A narrow-gauge spur track was laid from the workshop area between the runway and taxiway to the new workshop area west of the intersection of the Vietmannsdorf-Gross Doelln road with the road that begins north of the headquarters building and extends toward Grunewald. Another narrow-gauge spur track was laid from the new workshop area along the Grunewald road to as far as connecting lane A/B. At this point, the latter spur track was connected to the track which runs parallel to [redacted] 25X1

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the connecting lanes, The new workshop area was located west of the Vietmannsdorf - Gross Doelln road on both sides of the road which leads to Grunewald. The shipping section including the filling station and garage were located close to the road to Gross Doelln and the administrative barracks were to the south, on the other side of the road. A new clearing was being cut into the wood from the northwestern corner of the workshop area toward the northern end of connecting lane A/B. Construction work was started on a wooden cement shed north of the administrative barracks, west of the shipping section. The shed had a rectangular shape, 3 meters high, with a flat roof. The floor was about 5 cm above the graded ground. A narrow-gauge railroad track ran along the storage shed. Prefabricated barracks and workshop sections were being hauled from the old workshop area to the terrain where new workshops were to be erected. The cutting of trees was discontinued in the new clearing along the northwestern corner of the new workshop area. The cleared lane was about 250 meters long.

7. A spur track was being laid in the area east of the ammunition dump presumably in Jagen (forest sub-district) 115. A portion of the railroad embankment had been raised a long time ago. Work was now resumed. About 300 meters of rails were laid from the shunt switch toward the southeast. Work was conducted by the Arbeitsgemeinschaft Thueringen (a collective of Thuringian firms). The exact course of the spur track could not be determined.
8. Renovating work on the headquarters buildings was almost completed. Only the kitchen and the two southern buildings were occupied. The building northwest of the kitchen housed the construction staff and the building north of the kitchen housed the Soviet guard personnel.
9. The ammunition dump was surrounded by a fence and was permanently guarded by German personnel. The gates were closed. In October 1954, when the installation was observed for the last time, the sheds were vacant and there was no electric equipment except for a lighting installation. At the southern exit of the dump was a transformer house from which an overhead line extended toward the southeast. On 3 February, no changes were observed outside of the dump. No work was apparently being done in the dump because there were only the footprints of sentries in the snow.
10. Three million eastmarks were at first allotted for bricks required for the scheduled buildings southeast of the headquarters buildings. Most of the bricks were to be supplied by the Zehdenick brickyards. During the last days, bricks again arrived at the construction site.
11. [redacted] the quartering barracks which had been brought along by the construction staff were to remain at the airfield, while the quartering buildings of the Bauunion were to be transferred upon completion of construction work. ¹
1. [redacted] Comment. During the period from late 1954 to early February 1955, only preparatory work for the new construction season was done including the transfer of the workshops and the laying of narrow-gauge spur tracks for the transportation of construction material. ~~The purpose of the new clearing is not yet known.~~
2. [redacted] Comment. Lehnin is located about 15 km southeast of Brandenburg. No information has been received indicating the construction of an airfield near Lehnin. The establishment of an airfield near Querfurt has repeatedly been reported.

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