

CLASSIFICATION **SECRET****SECRET**COUNTRY East Germany

REPORT

TOPIC Oranienburg Airfield

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EVALUATION _____ PLACE OBTAINED _____

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DATE OF CONTENT _____

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DATE OBTAINED _____

PREPARED 29 April 1955

REFERENCES _____

PAGES 7 ENCLOSURES (NO. & TYPE) _____

This is UNEVALUATED Information

REMARKS

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1. Shipments observed at Oranienburg railroad station between 23 March and 1 April 1955:

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23 March. A 114-axle train, train _____ from Frankfurt/Oder to Oranienburg. The train consisted of

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- 4 express-train coaches with officers and dependents
- 1 express-train coach serving as diner
- 12 boxcars with soldiers wearing black-bordered blue epaulets
- 6 tank cars each with 45 tons of fuel
- unidentified number of flatcars with sideracks loaded with
 - 13 trucks, 1 M-13 rocket launcher, 2 searchlights, about 2 meters in diameter, 2 four-wheel generators, 2 tractors.

The tank cars, express-train coaches and boxcars left for Eden at 1111, returned empty at 1830, and were dispatched to the Frankfurt/Oder border station at 0900 on 26 March. The remaining flatcars were unloaded at the ramp of Oranienburg railroad station.

30 March. At 0730, a 68-axle train, train _____ arrived in Oranienburg coming from the Frankfurt/Oder border station. The train consisted of 12 boxcars with EM wearing black-bordered blue epaulets and flatcars with 21 trucks and 2 sedans. _____

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_____ The motor vehicles were unloaded in Oranienburg. The other cars left for Eden at 0814, returned to Oranienburg at 1335, and were dispatched toward Frankfurt/Oder border at 1920.

30 March. At 1130, a 92-axle train, train _____ arrived from Frankfurt/Oder. The train consisted of

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- 6 express-train coaches with officers and dependents
- 1 express-train coach serving as diner
- 20 boxcars with soldiers wearing black-bordered blue epaulets

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unidentified number of flatcars with sideracks loaded with
1 M-13 rocket launcher, 14 trucks



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4 four-wheel generators
2 searchlights 2 meters in diameter

The express-train coaches and boxcars left for Eden at 1340, returned empty at 2150 and left Oranienburg for Frankfurt/Oder border station at 2330. The other cars were unloaded in Oranienburg.

1 April. At 0510, a 66-axle train, train [redacted] arrived in Oranienburg coming from the Frankfurt/Oder border station. The train consisted of

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5 express-train coaches with officers and dependents
1 express-train coach serving as kitchen car
16 boxcars with soldiers wearing black-bordered blue epaulets
1 flatcar with siderack loaded with 1 single-engine aircraft
unidentified number of flatcars with sideracks loaded with

17 trucks, 2 generators, 1 searchlight and 2 field kitchens.

The express-train coaches, boxcars and the flatcar with the aircraft left for Eden at 0831, returned empty at 1711, and were dispatched to Frankfurt/Oder border station at 2332. The other cars were unloaded at Oranienburg ramp at 0935. 1

2. Observations made at Oranienburg airfield between 26 March and 9 April 1955:

26 March. At 1100, two large twin-engine monoplanes crossed over the field, banked twice and then landed successively. Ten minutes after the landing, the two aircraft took off and headed east. From the distance it could not be observed if the aircraft were driven by propellers or jet engines. At 1115, 2 biplanes landed coming from the east.

1 April. At 1030, an aircraft approached from the east, crossed over the field with a roaring noise and then landed. This aircraft differed greatly from the aircraft seen on 26 March. It had two engines and the elevator and rudder assemblies were set high up to the rear. At about 1500, no aircraft were seen at the field.

2 April. Nine aircraft were parked in front of the hangar at about 1800.

3 April. Twelve aircraft were counted in front of the hangar at 1800.

4 April. Between 1630 and 1900, 12 twin-jet aircraft were parked in the northern section of the field. No aircraft were presumably parked in the hangar which was closed. The hangar was large enough to house at most 3 such aircraft. An additional 10 aircraft of the same type were parked at the field. One of them had the No 15. At about 1645, a train of 12 passenger cars and about 8 boxcars was observed at the unloading ramp at the field. Milling equipment and crates were unloaded from the boxcars.

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5 April. One of the large aircraft took off and made a local flight of about 6 minutes duration. Subsequently, 2 aircraft of the same type took off and made short local flights.

6 to 8 April. No observations could be made at the field. At about 0930 on the latter day, 3 biplanes headed toward Schoenwalde.

9 April. At 0930, a jet aircraft took off, made a local flight and then headed east. After a short interval, a second jet aircraft took off and headed in the same direction. At 1230, 2 aircraft of the same type landed at the field. 2

3. Shipments

On 30 March, a train of 4 express-train coaches with officers wearing black-bordered blue epaulets, about 20 boxcars with EM wearing black-bordered blue epaulets, and flatcars with 15 to 20 trucks was observed at Oranienburg railroad station. Ten officers wearing black-bordered blue epaulets were seen on the platform of the main line. One of them pointed to the airfield. An unloading of the shipment was not observed. 1

4. Air activity and aircraft

31 March. At about 1500, one IL-28 flew over the field.

1 April. At 1000, there was no air activity. An IL-28 was parked between Antonienhof and Wilhelminenhof. The hangar was closed. No aircraft were seen in the revetments. Crates were apparently being unloaded from, or loaded on, 4 trucks near Wilhelminenhof. 2

5. Shipments

31 March. At noon, a train of about 50 empty boxcars moved from the airfield to Eden railroad station.

1 April. At about 1000, a train of 15 to 20 boxcars with EM and at least 20 cars of various types with undetermined loads was observed on the classification track of the airfield. At about 1100, a train apparently loaded with some motor vehicles was observed at Oranienburg railroad station. The view was obstructed by several passenger and S-Bahn trains. 1

6. Observations at Oranienburg airfield

29 March. Between 0745 and 0930, there was no air activity nor were any aircraft seen at the field. Twenty-five to 30 trucks and tank trucks were parked north of the hangar. Four soldiers tested the runway. Trucks [redacted] moved to the spur track where furniture was unloaded from the trucks. 25X1

31 March. Twenty-five to 30 tank trucks and trucks were still parked north of the hangar.

2 April. Between 0830 and 0915, no air activity was observed. Two LI-2s were parked just south of the hangar. The tank trucks and trucks were still observed north of the hangar. Fifteen boxcars were seen on the spur track at the field.

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3 April. Between 0830 and 0915, a Li-2 was parked south of the hangar. The tank trucks and trucks were still observed north of the hangar. The boxcars had disappeared from the spur track.

6 April. Between 1715 and 1745, 32 aircraft definitely without propellers were parked at the field. The type of the aircraft could not be determined because of poor visibility. Of the aircraft about 15 were parked just south of the hangar and the remaining 17 at the eastern end of runway No 3. Two Li-2s were parked west of the hangars. The previously observed trucks and tank trucks were still observed north of the hangar. A truck  moved through the northern gate of the field toward Weisse Stadt. 2

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7. Weisse Stadt restricted area

29 March. Soldiers picked up tables and chairs in quartering buildings Nos 1, 2, 3, 16 and 17, loaded them on trucks and moved toward the airfield. Ambulance  and tank truck  passed through the northern gate.

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31 March. Recently about 6 trucks, 12 tank trucks and about 4 tank truck trailers were observed for the first time at the corner of Breitscheidt Strasse and Thaelmann Strasse.

3 April. At least 12 trucks, 12 tank trucks and about 4 tank truck trailers were parked at the same corner. 

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8. Air activity and aircraft

Between 1630 and 1700 on 31 March, 9 IL-28s landed from south to north at the field. The aircraft  on their rudder assemblies were parked at the southeastern turn of the taxiway. Eight aircraft had wing tip tanks. It could not be determined from which direction the aircraft approached because they flew through the low cloud base south of the field. The aircraft taxied under their own power on the taxiway to the dispersal area.  additional aircraft were expected to arrive on 1 April.


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On 3 April, additional IL-28s arrived but their landings could not be observed. The supply sergeant stated that 36 IL-28s were stationed at the field. 

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The aircraft were not parked in the revetments but in the southeastern bent of the taxiway and north of the taxiway which leads to the hangar. They were parked close together so that their number could not be counted.

Description of aircraft: High-wing monoplanes, 2 engines under wings, fitted in first third of wing. The wings with straight leading edges were fitted approximately in the middle of the fuselage. The swept-back elevator assembly was mounted on lower third of rudder assembly. Glass turret with 2 projecting weapons at end of fuselage. Nose-wheel with twin-tires.

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The supply sergeant stated that the aircraft had come from the USSR. A twin-engine transport daily landed and took off once or twice and brought soldiers and equipment to the airfield. [redacted]

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[redacted] the personnel at the field had a ration strength of 1,100 on 9 April. Additional personnel were expected to arrive. The officers had brought along their dependents. It was further noted that lady teachers for the school children had also arrived. The married officers and their dependents were quartered in the Weisse Stadt restricted area and the unmarried officers in the building opposite Hans Schemm School. The newly arrived officers wore a golden aviation badge on the right breast. No insignia were observed on the M. All soldiers wore uniforms in very poor condition. They were to receive new uniforms in Oranienburg. [redacted] the arrival of a general who was called commandant was expected any day. [redacted] all officers and soldiers had directly come from the USSR.

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The biplanes previously observed at the field were still parked in the hangar. Some of them were daily used for air activity. The red runway lights at the southern end of the runway were placed on iron pedestals 2 meters high. 2

9. Radio installations

Three trucks with an antenna each were parked about 30 meters apart 200 meters east of the southern end of the runway. The antenna mast of the middle truck was about 8 meters high and braced in 3 places. It had a short rod antenna on top. The other masts were about 5 meters high and also had a short rod antenna on the masthead. No interconnecting lines were observed between the 3 masts. Another truck with a 5-meter mast and a rod antenna was seen 250 meters south of the Borgsdorf-Wellen road in the extension of the runway.⁴

10. Ration supply

[redacted] rations such as meat, flour, canned food, lard and cereals arrived from Werneuchen, fish from Falkensee, and bread from Oranienburg. 5

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11. Weisse Stadt

The artillery unit had not yet left Weisse Stadt where it had only vacated 2 buildings.⁵

12. Air activity and aircraft

2 April. No air activity was observed.

3 April. Four jet aircraft, probably IL-28s, landed at 1300 and 6 jet aircraft at about 1330.

4 April. There was no air activity. About 50 soldiers worked on 7 IL-28s just south of the hangar and on 5 IL-28s along the taxiway. The aircraft were partially covered with tarpaulins. [redacted]

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[redacted] Fifteen to 20 aircraft of the same type were parked between Wilhelminenhof and the southern end of the runway.

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5 April. Between 1230 and 1330, there was no air activity. Visibility was poor. A total of 27 IL-28s were counted. It appears as if an additional 3 aircraft were parked in the area near Wilhelminenhof where the view was obstructed. 2

13. Radio installations

On 4 and 5 April, 3 radio trucks about 30 meters apart were parked approximately 300 meters south of the runway end. Each truck mounted a 10-meter mast. A cable 2.5-mm thick and supported by wooden pegs about 0.5 meter high extended from the radio trucks to the Velten-Borgedorf road in the south. 4

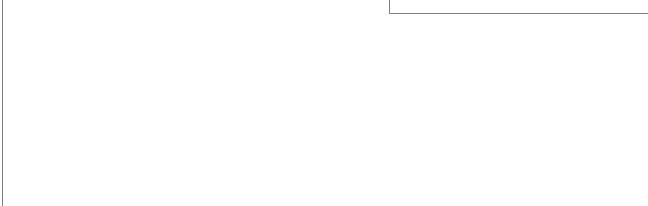
14. Rail shipments

At about 1115 on 2 April, 40 to 50 boxcars were seen on the spur track. About 1100 on 4 April, 3 express-train coaches and about 30 boxcars were seen there. Many blue-gray crates, each about 60 x 60 x 180 cm, were stored on the ramp. 1

15. Vehicular traffic

Between 2 and 5 April, there was intensive vehicular traffic between the airfield and Weisse Stadt. Almost all of the motor vehicles [redacted] were loaded with crates, baggage and new billeting equipment. [redacted]

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1. [redacted] Comment. The arrival of rail shipments with officers, dependents, EM wearing black-bordered blue epaulets, tank cars, trucks and various equipment from the direction of Brest Litovsk via Frankfurt began on 23 March 1955. The troops belong to an IL-28 unit the first aircraft of which landed at Oranienburg airfield on 31 March 1955.

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2. [redacted] Comment. The number of IL-28s previously observed at Oranienburg airfield indicates that at least one bomber regiment is stationed there.

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[redacted] It appears doubtful if both tactical symbols red and yellow were on the bomber aircraft in Oranienburg. It is possible that an orange color which was believed to be yellow by some sources and red by others was on the aircraft.

3. [redacted] Comment. The occupation of the individual buildings in Weisse Stadt cannot be determined since movements between the buildings are still under way.

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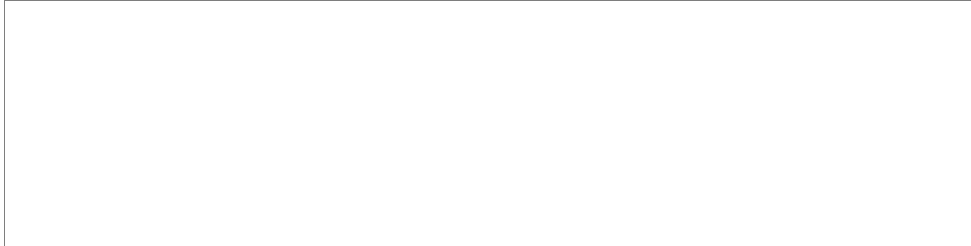
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4.  **Comment.** The completion of the radio installations had not yet been reported.

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