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COUNTRY	East Germany	REPORT
TOPIC	Wolfsbehringen Airfield	
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED 5 May 1955	
REFERENCES		
PAGES	2 ENCLOSURES (NO. & TYPE)	
REMARKS	This is UNEVALUATED Information	

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1. Status of Construction Work

Construction at Wolfsbehringen airfield near Eisenach, project No 541, had still not been resumed. Concreting work could not be continued because of unfavorable weather. The workers had been sent home until further notice and received 60 percent of their wages during that period. In 1954, a portion of the runway, 200 meters long and 48 meters wide was concreted. The first results during the winter indicated that the gravel layer on the field would have to be reinforced to a thickness of 30 cm. This additional work and the setting of an earlier completion date induced the construction headquarters to order work in three shifts during the next construction period. According to orders from Werder, the project was to be completed by late November 1955. It was believed at Bauunion Sued that work had to be accelerated because the field was to be occupied immediately after completion. A total of 500 workers were to be employed on each shift upon resumption of construction. It appeared difficult to hire this number of workers in the Wolfsbehringen area. On 7 and 8 March, about 600 men were employed at the construction site, 540 of whom had been earlier sent home until further notice. These workers probably returned to the field after the completion of the frost period. The concrete road which was being constructed from the road to Haina had been included in the budget by the Soviets. The road construction had been started by the construction headquarters to establish a paved supply road. The plan had later been approved by the Soviets and the road was scheduled to be widened from 4 to 8 meters and extended as far as the Eisenach-Gross-Behringen road, thus establishing approach roads (from Haina and Eisenach) to the field also for future use. In February, 46 gasoline containers each with a capacity of 10,000 liters had been delivered and stored in the area of the Wolfsbehringen construction yard. As of 8 March, it had not yet been learned as to where the fuel dump would be constructed. No difficulties were expected to arise in connection with the runway construction. There were difficulties being experienced, however, in connection with the drainage. The drainage water has to be conducted to the Nesse River. Seventy-five percent of the work on the concrete steps down the slope to the Nesse were completed. Since the

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Nesse has a mud layer, about 1 meter thick, it was necessary to construct a concreted water collector below that layer in the River. Bauunion Sued also feared that funds for this secondary work might be arbitrarily curtailed. While on 30 September 1954, the construction site had a surplus of 118,000 eastmarks, on 31 December, there was ~~already a deficit of 600,000~~ eastmarks which was mainly due to the ~~shortage of funds by about 400,000~~ eastmarks. Construction supervisor ~~Zoe...~~ ~~(Sue)~~ ~~had been~~ transferred to the central office of the Bauunion Sued at Dresden because of poor health. He was replaced by Engineer Schoenfelder. For the same reason, the commercial manager was transferred to Goerlitz and was replaced by Haase (fnu). It was repeatedly heard, that after the completion of the project at Wolfsbehringen, two other projects were allegedly to be constructed in the Gotha-Eisenach - Nordhausen area. It appeared that preparatory measures were already underway for these projects. The labor force at Wolfsbehringen was allegedly to be employed for a construction project at Langansalza. Since it was also rumored that the machinery was to be employed there, it was inferred that another airfield was possibly scheduled for construction.

2. Two hundred workers of Bauunion Sued were transferred from Strausberg to Wolfsbehringen. Most of them were untrained workers.

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Comment. The status of construction work described in the present report is probably not up to date. The target date for the completion of the field in November 1955 is reported for the first time.

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