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COUNTRY East Germany REPORT

TOPIC Oranienburg Airfield

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EVALUATION PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED DATE PREPARED 13 June 1955REFERENCES PAGES 4 ENCLOSURES (NO. & TYPE) REMARKS This is UNEVALUATED Information

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1. On 18, 19, 20, 22, 23, 26, 27, 29 April and 6 May, there was air activity by Il-28s at Oranienburg airfield. On 20, 26, 27, and 29 April, there was also air activity by Po-2s. were seen on Il-28s. 25X1

2. The following air activity and aircraft were observed at the field between 19 and 29 April:

19 April. There was night flying by 6 Po-2s and 1 Yak-14 which practiced take-offs and landings.

20 April. Between 0900 and 1100, 1 Il-28 made several local flights with extended landing gear. About 35 Il-28s were parked at the field. Individual Il-2s landed at the field and took off again.

22, 23 and 25 to 28 April. There was air activity by Il-28s and, occasionally, also by Po-2s. The aircraft mainly practiced local flying. The attacking of sleeve targets was also practiced on 22 April. One formation of 3 Il-28s was seen on 27 April. ¹

3. At about 1600 on 26 April, 2 flatcars were seen on the spur track at the field. One of the cars was loaded with 8 crates with rounded roofs which probably contained generators.

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5. Local residents stated that since about 20 April 1955 the western bank of Oranienburg Canal has been declared off limits. Between 18 and 24 April, VPs checked identity cards and bags of persons proceeding on Baerenklauer Weg (road).

6. The following air activity and aircraft were observed at the field between 20 April and 3 May:

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22 and 27 April. There was air activity by Il-28s

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25 April. One Li-2 and 1 Il-28 took off and headed toward the south.

29 April and 3 May. About 4 Po-2s and 1 Yak-14 practiced take-offs and landings.

Aircraft parked at the field included:

22 April: 22 Il-28s (in addition to about 10 engaged in air activity) and 2 Li-2s.

23 April: About 32 Il-28s.

27 April: About 32 Il-28s (in addition to a few engaged in air activity) and 2 Li-2s.

29 and 30 April: About 40 Il-28s and 2 Li-2s.

2 May: At least 43 Il-28s.

It was assumed that about 6 Po-2s and 1 Yak-14 were still stationed at the field and parked in the hangar.

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8. On 27 April, 3 large and about 8 medium tank trucks, 1 tank truck trailer and about 10 trucks were parked at the intersection of Breitscheidt-Thaasemann Strasse. The large tank trucks were semitrailers and had 5 axles. ²

9. The following air activity and aircraft were observed at the field on 4 and 5 May:

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4 May. Between 0930 and 1330, there was individual flying by 6 Il-28s.

5 May. Between 1740 and 1900, 6 Il-28s made flights of about 20 minutes duration. Beginning at 2035, 6 Il-28s practiced night flying. Three Il-28s took off in rapid succession and remained aloft for about 15 minutes. After landing, 3 aircraft with searchlights took off for local flights. In addition to the runway lights 4 searchlights on each side of the runway were in operation. These searchlights were mounted on trucks and were posted in staggered formation 100 to 300 meters in the extension of the runway to the south. The searchlights were switched on shortly before the landings and were immediately switched off after the landings. During air activity, from 1 to 3 radio trucks with antennas of various types were parked 200 meters east of the runway. A sketch indicating the location of searchlights, radio trucks and parked Il-28s was made.

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The aircraft revetments near Wilhelmshafen were occupied by 2 aircraft the flaps of the engine nacelles of which were opened upward and downward. About 3 biplanes were parked in the hangar. During air activity, these aircraft were occasionally seen aloft. ¹

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10. The Il-28s were fitted with one movable landing light at the leading edge of their right wing near the fuselages. Some aircraft were fitted with an outboard wire antenna which extended from the upper part of the tail fin to a point just behind the cockpit. Vertical dark rods were seen in the nose. The Il-28s could be parked in the aircraft revetments which were apparently used when repair work was being done on the aircraft. ³

11. Between 2 and 6 May, the artillery unit previously stationed in Weisse Stadt had been loaded on 4 barges with all its equipment. The barges departed

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on the Elbe River upstream. A heavy detail of 50 to 100 personnel had remained at Weisse Stadt.

42. On 29 April, 29 Il-28s were counted at the field. Eight of the aircraft which were fitted with auxiliary fuel tanks, full-vision cockpits and armed rear stations were parked at the eastern end of the runway.

Comment. Observations made during a prolonged period indicated that the Il-28s at Oranienburg airfield may belong to a reconnaissance unit in addition to a bomber regiment stationed there. This would result in the same set-up of the new bomber division stationed at Oranienburg, Gross-Loosd and Rothenburg as that of the old bomber division stationed at Bornheimen, Briesen and Weizow. Since the Po-2s and 1 Yak-14 are still present at the field it appears possible that these aircraft belong to the bomber division transferred with the advanced detail of the bomber regiment, and serve as courier aircraft and trainers.

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43. Comment. Tank trucks of various sizes were previously reported from Weisse Stadt. The army units are being transferred from Weisse Stadt to vacate the quartering buildings for Air Force personnel.

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44. Comment. The places at which searchlights are fitted on aircraft is apparently not uniform. The fitting on the right wing between fuselage and engine was reported previously. According to other reports, the landing lights are fitted outside the engines. The fixed antenna was reported previously. The purpose of the rods seen in the nose is unknown.

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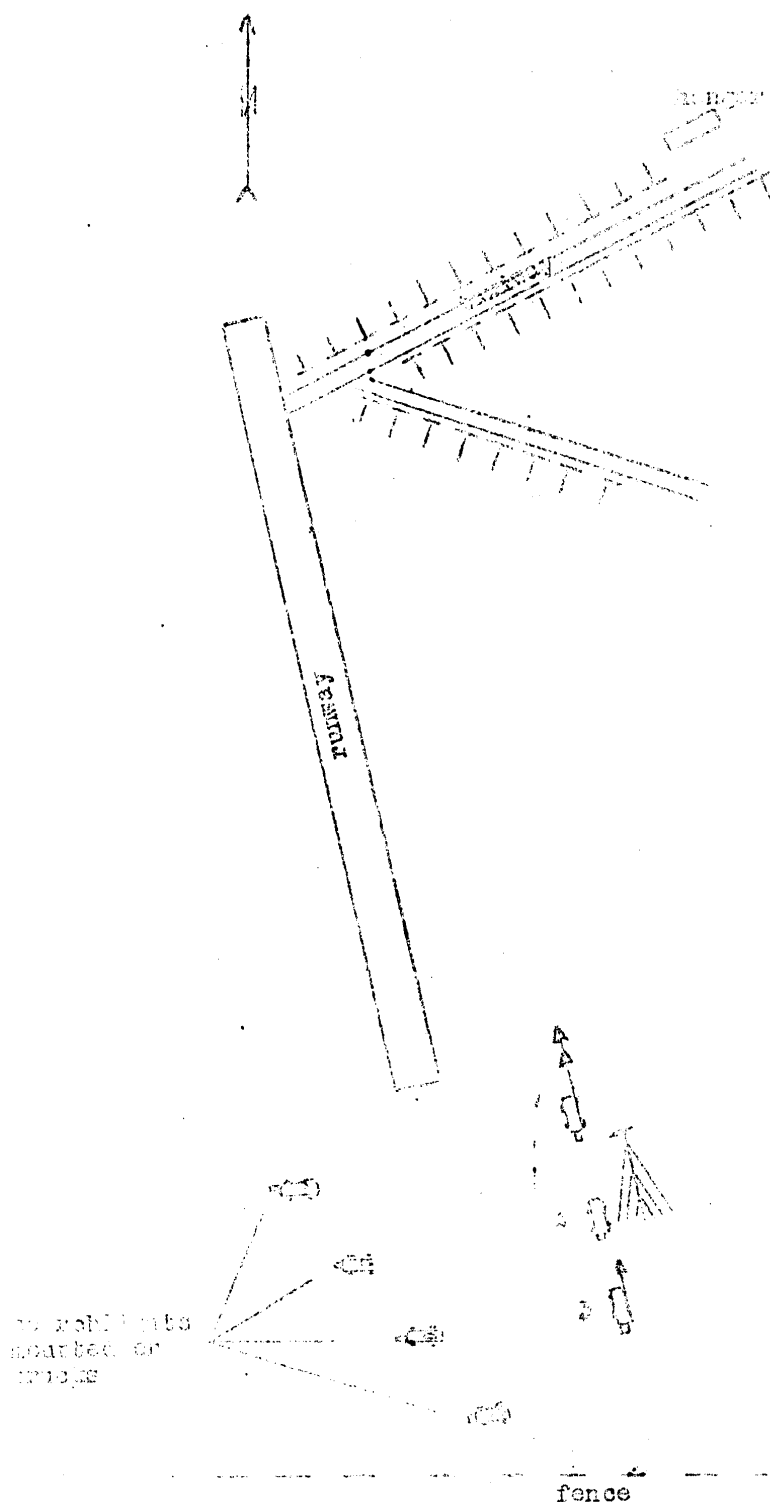
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- 1 Antenna mast fitted on the left side of the truck; two triangular antennas, about 5 meters high
- 2 Antenna mast, about 8 meters high, braced in three points; disk antenna
- 3 Antenna mast fitted on the left side of the truck; one triangular antenna, about 5 meters high.

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