

PROCESSING COPY

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T

COUNTRY East Germany

REPORT

25X1

SUBJECT Stendal Airfield

DATE DISTR.

30 JAN 1958

NO. PAGES

1

REQUIREMENT NO.

RD

DATE OF INFO.

PLACE & DATE ACQ.

REFERENCES

25X1

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

25X1

report on

Stendal airfield which gives information under the following headings;

- (1) Eastern End of Runway and Taxiways, (2) Connecting Road between the 50-Meter-Wide Hardstanding and the Old POL Store, (3) Track Leading Westward from 50-Meter-Wide Hardstanding, (4) Electric Power, (5) Airfield Perimeter Fence, (6) Rail Spur, (7) Concreting Work, (8) Aircraft State, and (9) New Contract for ITB (Ingenieur Tiefbau) Brandenburg at Colbitz. Two sketches are also included: One shows the eastern end of the runway and taxiways, and the other shows the northern link road to the old POL store.

25X1

S-E-C-R-E-T

25X1

STATE	ARMY	X	NAVY	X	AIR	EV	X	FBI	AEC					
-------	------	---	------	---	-----	----	---	-----	-----	--	--	--	--	--

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

INFORMATION REPORT INFORMATION REPORT

SECRET

SECRET



25X1

EAST GERMANY

AIR/MILITARY

STENDAL AIRFIELD



25X1

APPENDICES - Attached at Appendix "A" is a sketch of the eastern end of the runway and taxiways.

Attached at Appendix "B" is a sketch of the northern link road to the old POL store.

EASTERN END OF RUNWAY AND TAXIWAYS

1. The 28 m. wide eastern concrete apron is constructed of 3.5 m. wide, hand-laid, concrete sections (see Sketch at Appendix "A").

CONNECTING ROAD BETWEEN THE 50 M. WIDE HARDSTANDING AND THE OLD POL STORE

2. The junction of this road with the clinkered area adjacent to the old POL store has been filleted on the east side only. (See Sketch at Appendix "B"). It is unlikely that any filleting will take place on the west side of the junction since all concreting has ceased in that area and, indeed, all over the airfield except for the patching and improvement work on the runways and taxiways.

TRACK LEADING WESTWARDS FROM 50 M. WIDE HARDSTANDING

3. The 14 metre wide track leading westwards from the 50 m. wide hardstanding has now been completed. This track makes a further short bend in a north westerly direction immediately before joining the existing clinkered road. (See Appendix "B").

ELECTRIC POWER

4. An overhead high voltage power line which runs in a north-south direction about 600 - 800 m. west of the western end of the main runway is to be replaced by an underground cable. It is said locally that the length to be placed underground will total 20 km. viz: 10 km. each way north and south of the airfield. The cable laying and dismantling of the high voltage line will probably be carried out by the firm of STARKSTROMLEITUNGSBAU, RUDOLF FREY, ALTENBURG (THURINGEN) who will have extra labour provided in the form of German prisoners serving hard labour sentences, who will dig the cable trench.

AIRFIELD PERIMETER FENCE

5. The whole airfield area is now surrounded by a barbed wire fence of approximately 2.5 m. height. It runs as follows:

- (i) Along the southwestern edge of the wooded area which flanks the airfield to the north,
- (ii) Then it turns westward from the edge of the wood along a line about 250 m. north of the runway, and parallel to the latter, until it reaches a point about 100 m. east of the footpath which passes the pig farm.

/(iii)

25X1

9858

SECRET



SECRET

- 2 -



25X1

- (iii) It then runs for about 100 m. parallel to the footpath mentioned in (ii) above, in a north-south direction.
- (iv) When it is about level with the pig farm it branches eastward in the direction of the old firing range, (it is not known whether the old firing range is, in fact, enclosed by the fence). Further east the new fence links up with the old existing barbed wire fence.
- (v) At approximately 31.5 km along the STENDAL/BORSTEL road the fence reaches the road, coming from a due south direction.
- (vi) From this meeting point the fence runs along the west side of the STENDAL/BORSTEL road as far as the main entrance of the airfield.
- (vii) It then turns westward to run along the southern edge of the main entrance road into the airfield.

Fencing work is being carried out by a Soviet working party.

RAIL SPUR

6. The rail spur serving the airfield runs along the north side of the entrance road to the airfield.

CONCRETING WORK

7. A total of about 100 concreting sections 5 x 3.75 m. are having to be remade or patched. Up to 6 Dec about 30 of these had been completed. All this work is being done by hand.

AIRCRAFT STATE

8. 6 Dec 57. Only one helicopter was left on the airfield. It is not known where the other two have gone. There were no other aircraft on the airfield.

NEW CONTRACT FOR ITB BRANDENBURG AT COLBITZ

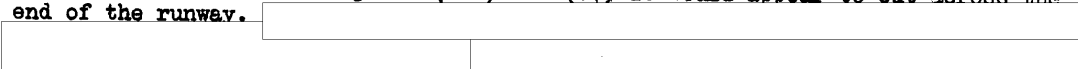
9. It is rumoured that ITB BRANDENBURG will start in February or March 1958, on completion of their work on STENDAL airfield, a 2 to 3 year construction programme, details of which are at present lacking, at COLBITZ. COLBITZ lies on main road No. 189 MAGDEBURG - STENDAL, east of NEUHALDENSLIEBEN.

 COMMENT

25X1

Re para 5: The course of the fence described in sub-paras (i) to (vii) should, for the time being, be taken as approximate only, e.g. if the fence were to follow the course implied in sub-paras (iii) and (iv) it would appear to cut across the end of the runway.

25X1



SECRET

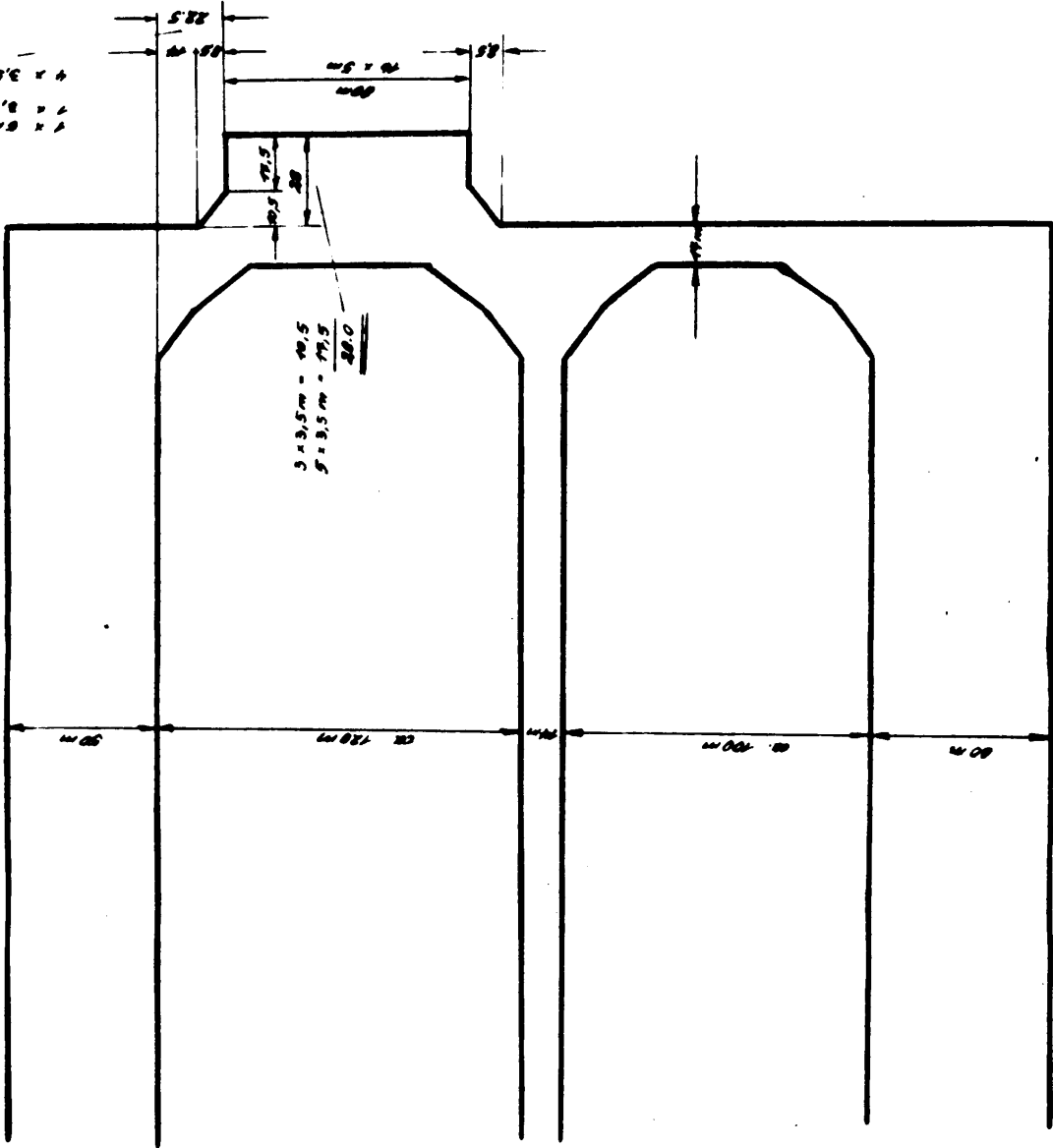
9858

SECRET



25X1

22.5
4 x 3.5m
1 x 8.5m
1 x 8.5m } 8.5



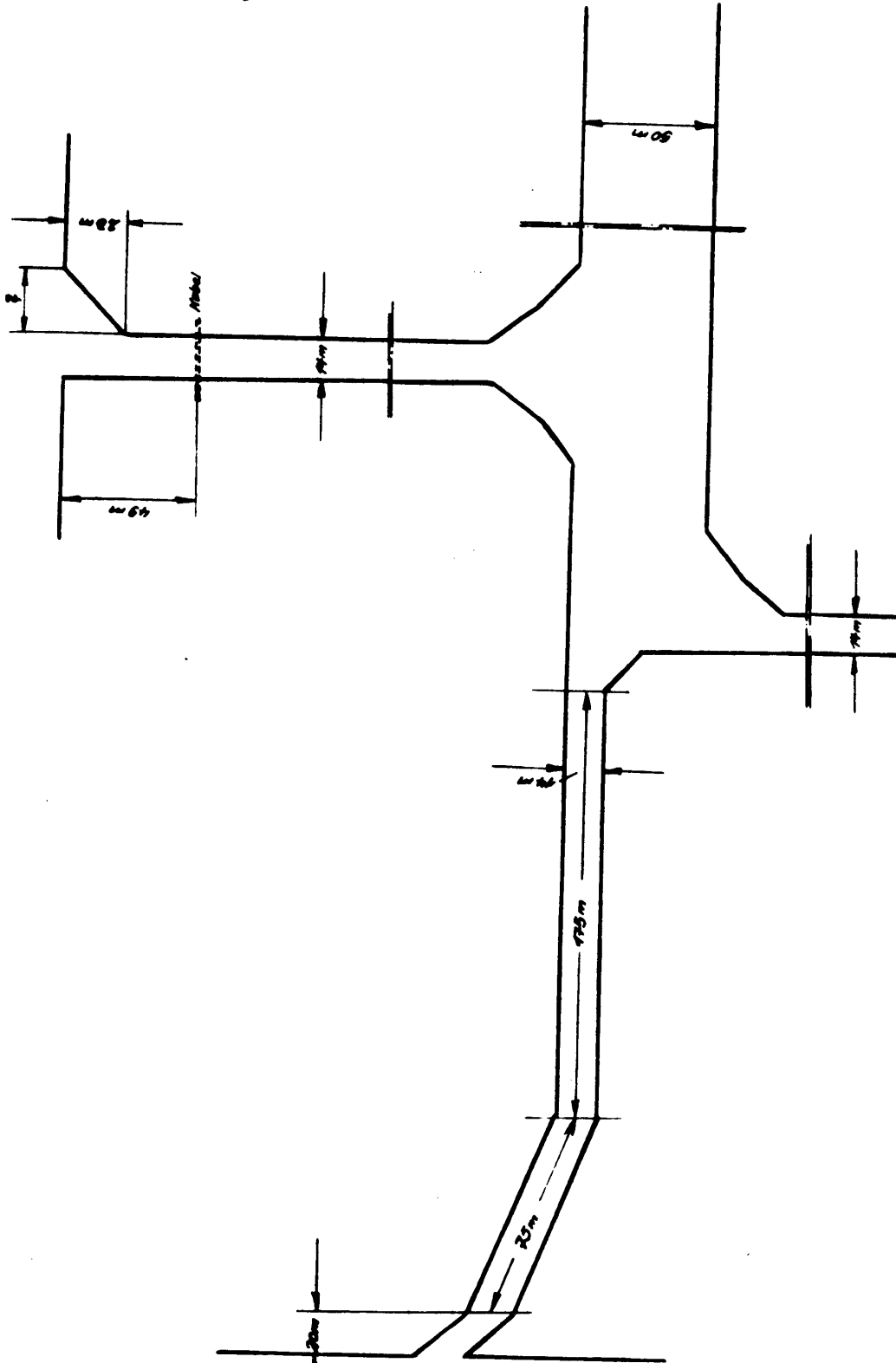
SECRET

SECRET



25X1

B.



SECRET