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SECURITY INFORMATION

REPORT NO. [REDACTED]

50X1

COUNTRY Czechoslovakia  
 SUBJECT Marianske Lazne Airfield

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ACQUIRED [REDACTED]NO. OF ENCLS. 2  
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1. Marianske Lazne Airfield was located five kilometers SSE of the village of Marianske Lazne 4958N-1242E, and four kilometers north of Chodova Plana 4953N-1244E Encl. A. Three small lakes were approximately 1,000 m. from the west boundary of the airfield, and a large lake was approximately 1,000 m. south of the airfield. The chief obstructions were hills rising to 600 or 700 m. above sea level approximately two kilometers east of the airfield. Two or three kilometers southeast of the airfield there was a hill 634 m. high which was a major obstruction. A wooden tower approximately 35 m. high was on the top of the hill; the tower was used to survey in making maps. This geographic point was known as Triangulacny bod. There were no other obstructions.
2. The airfield was 540 m. above sea level. It was roughly rectangular, approximately 1,000 m. from SE to NW and 500 m. wide. I do not believe the field will be extended, because of the rolling terrain to the north and south and the hills to the east and west. The entire airfield surface was grass with fair natural drainage. The landing area was bumpy. There were no taxi strips, perimeter tracks, hardstands, or revetments. Between May and August 1952 I saw no construction under way at the airfield or any activities to improve the airfield in any way.
3. The airfield was used both by Czechoslovak Airlines and the military from May through August. My Pilots' Handbook states that there were prevailing winds of 7 to 19 km., yearly precipitation of 709 mm., rainfall 165 days out of the year, and snowfall 47 days out of the year. The field was covered with snow 70 days per year, the maximum depth of snow being 22 cm. There was bad visibility during the winter. The average winter temperature was 2.7 c., and the average summer temperature was 15.3 c.

~~SECRET~~

SECURITY INFORMATION

S E C R E T

- 2 -

50X1

4. Technical facilities included a radio-goniometer station Encl. B, Pt. 1 with frequency of 322. The airfield control room was located in the administration building Encl. B, Pt. 6; telephones were located in the administration building. The weather briefing room, also in the administration building, received weather information by teletype from Prague. There were military repair facilities, but I know nothing about them. A Czechoslovak Airlines mechanic was on duty for minor maintenance work on Airlines aircraft. As I never refueled aircraft there, I know nothing about fuel storage or source of supply. I do not know the aircraft capacity of the field. During bad weather and in emergencies flares were used for communication between ground and air. A red flare meant "do not land"; a green flare meant "clear to land"; and white flares were used to assist the pilot in spotting the airfield. Czechoslovak Airlines buses furnished transportation between Marianske Lazne and the airfield in the morning and evening. A single-track railroad line serviced the city of Marianske Lazne.
5. I observed only one military aircraft at this field; this was an Arado-type Security Police (SNB) aircraft. The only military personnel I observed at the field were two guards in blue Air Force uniforms. Czechoslovak Airlines had a regular afternoon flight from Prague to this airfield, the plane returning to Prague the following morning. I have no other information on flying activity at this field. Czechoslovak Airlines had an airfield director, a mechanic, a chauffeur, a clerk, and a teletype operator at this field.

## ENCLOSURES:

- A. Location of Marianske Lazne Airfield
- B. Memory Sketch of Marianske Lazne Airfield

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