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COUNTRY Soviet Zone of Germany REPORT NO. [REDACTED]

TOPIC Staaken Airfield

EVALUATION See below PLACE OBTAINED [REDACTED] 25X1A

DATE OF CONTENT [REDACTED] 25X1A

DATE OBTAINED [REDACTED] 25X1A DATE PREPARED 25 July 1950

REFERENCES [REDACTED] 25X1A

PAGES 2 ENCLOSURES (NO. & TYPE) 3-2 sketches on ditto

REMARKS [REDACTED]

25X1X



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1. Sixteen twin-engine planes were standing at the Staaken (N 53/ E 65) airfield on 13 May 1950. (1)

2. Forty-one single-engine ground-attack planes and nine twin-engine transports were seen at the field on 25 May 1950. (2) The visibility was fair between 4:30 and 6 p.m. but there was no flying. A twin-engine transport with two small white rectangles on the rudder assembly landed at the field about 5 p.m. The numbers 39,40,45,46,47 were identified on five of the eight ground attack planes standing in front of the first hangar. Numbers ranging between 14 and 20 were seen on the ground-attack planes standing in the northeastern corner of the field. These planes had a red rim on the upper edge of the rudder assembly. (3) Truck [REDACTED] left the field and truck [REDACTED] loaded with a large fuel container with the inscription #1-18-56, arrived at the field.

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3. A building on Hamburg Highway, southwest of the field, was occupied by four or five Soviet soldiers wearing black-bordered, black epaulets. Large and small cable reels were lying in the yard of the building. Motor vehicles with the [REDACTED] were seen. 25X1B

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4. Forty-four ground attack planes with in-line engines, and four or five twin-engine transports were standing at the field on 5 June 1950. There was no flying.

5. The field was observed between 4:30 and 5:15 p.m. on 10 June 1950. The sky was cloudy and the visibility good but there was no flying. The 26 ground attack planes previously seen were still parked in three separate groups on the northeastern and eastern edges of the field. Five to seven twin-engine transports were standing in front of the large hangar. Twenty

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covered ground-attack planes stood in front of the small hangars west of the large one. The planes had red numbers, ranging between 25 and 50, on the fuselage, and red paint on the upper edges of the rudder assemblies.

6. A radio truck was west of the field. About 20 to 30 meters away there was a new wooden hut surrounded by four masts. The masts were about 7 meters high and were arranged in a square, about 3 to 4 meters apart. Each mast had two sections of the same length, and was braced at the center and top by three guy-wires. A lead-in, with a cage aerial which was from 2 to 3 meters long, was between each mast center and the wooden hut. (4) Truck [REDACTED] was parked near the radio station. Passenger car [REDACTED] was seen at the field.

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7. On 4 June 1950, 36 single-engine planes with in-line engines were standing on the southern and eastern edges of the field, and 5 twin-engine planes were in front of the hangars. The fuel tanks previously seen on the northern edge of the field were no longer there. A wooden shed with four antenna masts, arranged in a square, was in the western section of the field. (4) The masts were connected with each other and with the roof of the wooden shed. A truck with a box like superstructure and without wheels was 500 meters to the west. A braced steel mast, about 15 meters high, was nearby and at its side were two trucks, one with an attached generator.

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Comments.

- (1) IL-2 transports confirmed at the field.
- (2) For layout sketch of the airfield and aircraft disposition, see Annex 1
- (3) The occupation of the field by a ground attack regiment equipped with IL-10s and an air transport squadron apparently has not changed since the last observations between 13 and 20 May 1950. See [REDACTED] The aircraft numbers and markings were previously observed.
- (4) The radio station very probably is an Adcock D/F station. For sketch of mast, see Annex 3. The fitting of the lead-in at the mast center was previously observed at the Brandis airfield. See [REDACTED] The cage aerial presumably is a screen to prevent the lead-in from operating as an antenna.

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2 Annexes

- (1) Layout Sketch of Staaken Airfield
(2) Radio Station at Staaken Airfield

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