

CONFIDENTIAL

Fwd  
28/6

CLASSIFICATION ~~SECRET~~ [redacted]

COUNTRY Germany (Soviet Zone) REPORT NO. [redacted] 25X1A

TOPIC Cottbus Airfield

EVALUATION see below PLACE OBTAINED [redacted] 25X1A

DATE OF CONTENT From 17 to 26 October 1950

DATE OBTAIN [redacted] DATE PREPARED [redacted] 25X1

REFERENCES [redacted] 25X1A

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS [redacted] 25X1

25X1

[redacted] 25X1X

25X1X

25X1X

1. Thirty-seven twin-engine aircraft and some biplanes were parked at the Cottbus (N 52/A 57) airfield on 19 October 1950. (1) It was learned [redacted] that more houses near the field were to be confiscated for units which were expected to arrive. Some houses, however, have been released to the population in the interim.

25X1B

2. Between 17 and 20 October, the twin-engine aircraft made practice flights individually and in formations above the cloud base during the day. The weather was rainy. Individual trucks were still used for transporting billoting

[redacted]

25X1X

4. From 26 to 28 twin-engine, low-wing monoplanes were seen on the southern edge of the field between 1 and 3:30 p.m. on 26 October. Ten of the aircraft made practice flights at altitudes of between 1,000 and 1,400 meters. The sky was overcast and a heavy wind blew from the east. (1)

5. All aircraft were low-wing monoplanes with two suspended in-line engines, three-bladed propellers, double rudder assemblies, dihedral elevator assemblies, retractable tail wheels, rods on their noses, and their fuselages projected slightly beyond their tail assemblies. Two types were identified when the planes flew at a low altitude:

a. Type I: two cockpits, plexiglass section under fuselage and extending beyond wing root, small windows on both sides of fuselage, small flat attachment under fuselage, possibly hole for machine gun; rear seat higher than front seat so that man sitting in the rear had vision forward; no weapon pointing upward to the rear; blue propeller hub. (3)

b. Type II: no attachment or bulge under fuselage; small tube, possibly for

25X1

CONFIDENTIAL  
CLASSIFICATION ~~SECRET~~ [redacted] 25X1

Document No. 006

No Change in Class.

Declassified

Class. Changed To: TS S (C)

Date: 5 July 78

25X1

CONFIDENTIAL

25X1

2

25X1A

a trailing aerial under the fuselage and pointing to the rear below, could be easily mistaken for a machine gun; entire cockpit of plexiglass; all planes had a machine gun in the cockpit which pointed upward and to the rear; nose slightly stubbier than that of type I plane; white propeller hub. Guns of about 20 mm were definitely seen in the noses of both types of aircraft. It could not be determined whether two or four guns were in each plane. The upper parts of the aircraft were painted grass green and the lower parts blue. Both type planes had four large landing flaps and the same cross-section of the fuselage.

6. Eight type I aircraft and two type II aircraft were used for flying. Only a part of the new concrete runway was used for take-offs and landings. The take-off-point was where the edge of the landing field had previously been. Five to seven open passenger cars and trucks, a red fire truck, a blue radio truck with a rod antenna of 4 meters, and about 90 men were at the take-off point. The crews of the planes were changed after each landing. The planes were entered from below. Between 1:15 and 1:30 p.m. the aircraft took off individually and at intervals of 1 to 3 minutes. Their engines were raced up before the take-off. The aircraft made a large bank to the left while climbing to an altitude of about 1,000 meters, then headed to the north and vanished behind the clouds. At 2:10 p.m. the aircraft returned from the south, flew through the cloud base over the field and landed there. [redacted] the airfield was probably located by direction finding since all aircraft came down in the immediate vicinity of the field. About 3 p.m. a single-engine, high-wing monoplane took off and headed west at an altitude of about 150 meters. There was no flying during the night of 25 October. The obstacle lights were on until 9 p.m.
7. The construction activity seemed to be slightly increased. About 110 laborers were grading the areas north and south of the extension of the runway. Construction material was stored on the southern edge of the field. There were no indications that boundary lights would be installed along the new runway. No radar set was seen at the field or in its vicinity. (L)

25X1

25X1A

[redacted] Comments.

25X1

- (1) The report confirms the occupation of the field by twin-engine aircraft. The type and number of aircraft indicate that there is one bomber regiment.
- (2) The transportation of billeting and other equipment from Drewitz, [redacted] the assumption that the same regiment was stationed at the field before construction work started there. The regiment was temporarily transferred to the Drewitz airfield during the construction work. [redacted]
- (3) For sketch of type I aircraft see Annex. 25X1A
- (4) [redacted] Comment: The present occupation of the field was probably only temporary since the improvement of the runway was not necessary for the aircraft stationed there. From the size of the runway and the fuel dumps it was inferred that large bombers or jet aircraft were expected to arrive at the field. The planes will probably not arrive before the spring of 1951 when the new grass cover will have become firm.

1 Annex: Aircraft Type Seen at Cottbus Airfield.

CONFIDENTIAL