

INTELLIGENCE CLASSIFICATION **CONFIDENTIAL** REPORT NO. 25X1A
 Approved For Release 2000/08/07 : CIA-RDP82-00457R0080000650
 COUNTRY Polish-occupied Germany REPORT NO. [REDACTED]
 TOPIC Liegnitz Airfield [REDACTED]
 25X1C 25X1A
 EVALUATION F-3 PLACE OBTAINED [REDACTED]
 DATE OF CONTENT [REDACTED] 25X1C
 DATE OBTAINED [REDACTED] REPAIRED 15 June 1951
 REFERENCES [REDACTED] 25X1A
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 REMARKS

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SOURCE [REDACTED]
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1. An airfield, about 1,500 x 2,000 meters, was located on the southeastern perimeter of Liegnitz (O 52/B 82). In the southwestern corner of the field there was a former sugar factory in which a Soviet ration supply depot was housed. A railroad spur track ran along the southern edge of the field toward the sugar factory. Another spur track which branched off from the railroad line running along the eastern edge of the field toward Jauer led to the hangars on the northern edge of the field.
2. An E-7 runway with a cement surface allegedly existed at the field. (F-4) * The parking sites for aircraft were located along the railroad line toward Jauer. The hangars and other installations were the same as before the Polish occupation. No construction work was seen.
3. The flying personnel were billeted in the barracks on Immelmann Strasse, just north of the field. It was a former signal barracks installation with trellis radio masts. Most of the barracks buildings were occupied by Soviet Air Force troops and only one building block was occupied by Polish Air Force soldiers.
4. Underground tank installations with a spur track were on the northern edge of the field between Immelmann Strasse and the railroad line leading to Jauer. A rotary searchlight was located in Frinkendorf (O 52/G 81).
5. The field was occupied by about 250 to 300 Soviet aircraft. About two thirds of the planes were single-engine aircraft. The other planes, including two four-engine planes and three Polish single-engine aircraft with retractable landing gears, were twin-engine planes with and without plexiglass noses. The Polish planes were parked in the northeastern corner of the field. No jet aircraft were seen. **
6. There was intensive flying every day, regardless of weather. Flights were also made at night. The single-engine planes repeatedly took off in formations of three or four planes and also landed in formation. Flying time was about 20 to 25 minutes. The twin-engine aircraft with plexiglass cockpits made long local flights flying individually. The aircraft without plexiglass cockpit generally flew in formations of three planes. The single-engine planes practiced bombing over a target range between Kaltwasser (O 52/G 83) and Bohlendorf (O 52/G 83). Bomb craters about 3 to 4 meters deep and up to

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6 meters in diameter were seen on the bombing range. Individual parachute jumps were also observed from individual twin-engine aircraft.

7. On 3 or 4 November 1950, about 300 Soviet fighters, allegedly from Sagan (O 52/B 26), landed at the field. Soviet Air Force soldiers said that the planes were distributed to other airfields. All of the barracks installations in Liegnitz were occupied by Soviet troops. ***

25X1A * [REDACTED] Comment. The information generally agrees with previous information. The size of the field is somewhat overestimated. One hangar is probably located at the field. The alleged existence of a runway is doubted. There was no runway at the field at the end of the war. If a runway actually existed another source, who previously drew a detailed sketch of the field, would have entered it on the sketch. See [REDACTED]

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25X1A ** [REDACTED] Comment. The occupation of the barracks installations is considered credible. Contrary to the observation made in 1949, not only Soviets are quartered there. See [REDACTED] The number of aircraft seems to be overestimated in comparison with the size of the airfield. One or two Soviet fighter regiments and one Soviet bomber regiment are probably stationed there. It cannot be concluded from previous information whether a Polish Air Force unit is also stationed at the field or whether the Poles only conducted training there.

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25X1A *** [REDACTED] Comment. This agrees with other information from Liegnitz.

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