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SECURITY INFORMATION

REPORT

TO: PT. 11 (Soviet Zone)

FROM: [redacted] Airfield

PLACE OBTAINED

DATE PREPARED 3 October 1951

REMARKS: [redacted] CLOSURES (NO. & TYPE)

REMARKS:

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[redacted] the landing field of the installation was being enlarged toward the east in early July 1951. The length of the runway was estimated at 2,500 meters. Leveling work had also been done toward the west to a point near the hangars. The western ends of the two runways were connected to the hangars by a concrete road about 30 meters wide. The hangars were still being used by the shipyard but were scheduled to be evacuated. To the north, the hangars bordered on a barracks installation which was being prepared for the quartering of troops.

On 3 August, it was learned that the area around Dangarton had been evacuated during the previous four weeks and that the inhabitants were moved to Westock. About 2,000 persons were allegedly affected. The measure was preparatory to the reconstruction of the airfield.

About 10 August, the German construction supervisor, Ulrich (fnu), was dismissed from the field because of difficulties with the Soviet construction staff. He was to be replaced by a construction supervisor of the Kaunichen-South in Brandenburg. About 200 special workers would allegedly accompany him in order to complete the runway by 1 October 1951, the scheduled completion date. Work on the runway has been recently done in three shifts. On 24 August, it appeared that the scheduled completion date would be met. The taxiways were already completed.

No aircraft were stationed at the field and no radio installations, air force workshops and supply dumps were seen. The commercial enterprises housed in the hangars and the tenants of the former German Air Force barracks buildings were informed that they had to move by 1 September.

At a conference of the construction staff employed at the field, it was unofficially stated that Tutow airfield was to be reconstructed after 1 October 1951.

Document No. 5

No Change In Class. ☐☐ Declassified

Class. Changed To: TS S (C)

Auth.: HR 70-2

Date: 10 AUG 1979

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On 30 August, about 1,500 German workers of the Rouunion-North and two Soviet construction companies were employed at the field. Power shovels, graders, caterpillar tractors, locomotives and narrow-gauge field railroad cars were seen. The dimensions of the landing field were estimated at 1,500 x 3,000 meters. The field was bordered by the road from the Dangarten Settlement to the Rodden shipyard in the north, by the Kostock-Barth branch railroad line in the east, and by the bay in the south and west. Four of the former hangars were intact.

the hangars were to be used again by aircraft, and the Rodden shipyard located there was to cease work after 1 October 1941. On 30 August, an estimated 3,000 workers were building small huts and river barges there. The construction materials needed for the reconstruction of the airfield arrived on a spur track built in the spring of 1941. No aircraft were stationed at the field. *

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The report confirms the previously known construction work at the airfield. The statements on the length of the runway which is being built are contradictory. the runway will be 2,800 meters long but the present report states that it is to be only 2,500 meters long. It is not definite whether the field will be completed by 1 October 1941. No information is available what air force unit will be transferred to Rostnitz.

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