

25X1A

6

52 CLASSIFICATION ~~CONFIDENTIAL~~/CONTROL/US OFFICIALS ONLY
 COUNTRY Germany (Soviet Zone) SECURITY INFORMATION REPORT NO. [REDACTED]
 TOPIC Stendal-Borstel Airfield CONFIDENTIAL

25X1C

25X1X EVALUATION see below PLACE OBTAINED [REDACTED]

25X1C DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] DATE PREPARED 13 December 1951

25X1A REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

25X1X

SOURCE [REDACTED]

25X1X

1. Between noon and 2:30 p.m. on 9 November 1951, Stendal-Borstel airfield was observed from its eastern side. The weather was clear. Twelve IL-10s were parked in front of the middle hangar. The [REDACTED]

25X1:

25X1C

25X1C

There was no flying. A metal mast to 8 to 10 meters high was located in the northeastern corner of the field. [REDACTED]

25X1C

2. On 11 November, 22 IL-10s were parked in front of the middle hangar at the field. Six other planes of the same type were observed on the landing field. The white numbers 44, 40, 45, and 48 were identified on four planes. There was no flying [REDACTED]

3. On 5 November, there was no flying at the field. It was hazy and rainy. Twelve single-engine low-wing monoplanes were parked 200 meters from the hangars. Six officers and 80 Soviet airmen with rifles and targets left the barracks installation and marched into the open field. A local resident said that the officers and women observed during the summer were still stationed at the field. ***

25X1C

4. Between 8 and 10 a.m. on 10 November, there was flying by single-engine low-wing monoplanes. One plane towed a sleeve target while two planes alternately approached the target and fired short bursts with light cannons or heavy machine guns. This lasted for 50 to 60 minutes. On both days of observation there was traffic by jeep [REDACTED]

In addition to the air force troops, an artillery unit equipped with heavy AT guns was quartered in the barracks installation and at the field.

25X1C

5. Between 15 and 20 November, no flying was observed at the field. On the afternoon of 16 November, 12 single-engine low-wing monoplanes with in-line engines and tail wheels were parked on the landing field south of the hangars. A radio truck with an extended antenna was observed on the southern edge of the field where fuel containers were previously dug in. [REDACTED] were seen. According to local residents, the wives of air force officers said that they would leave Borstel soon. ***

CONFIDENTIAL

10 CLASSIFICATION ~~CONFIDENTIAL~~/CONTROL/US OFFICIALS ONLY

CONTROL/US OFFICIALS ONLY

25X1A



25X1C



Comment. It is believed that Stendal airfield has been occupied by an air reconnaissance regiment equipped with IL-2s and IL-10s since 2 April 1951 and a ground attack regiment with IL-10s since 2 October 1951. The ground attack regiment was previously stationed in Schoenwalde. The small number of IL-10s observed by other sources may be explained by the fact that the entire [redacted] area could not be observed and that a large portion of the aircraft were parked in the hangars. A total of seven fuel tank cars were delivered to the OATB of the ground attack regiment on 1, 2, 3, and 15 November 1951. The previous assumption that the three rail shipments observed on 30 and 31 October 1951 from Stendal to Juetzenburg may have been connected with the transfer of the ground attack regiment has not been confirmed. See [redacted] The shipments were probably destined for army units. [redacted] the ground attack regiment in October 1951, but did not observe it in November 1951.

25X1A

25X1C

25X1X

* [redacted] Comment. This information may indicate that the air reconnaissance regiment is still stationed in Stendal.

25X1C

** [redacted] Comment. No indications for the transfer of one of the units from Stendal airfield have been observed.

CONFIDENTIAL



CONTROL/US OFFICIALS ONLY

006

To Change in Class: <input type="checkbox"/> Date: <input type="checkbox"/> Initials: <input type="checkbox"/> Signature: <input type="checkbox"/>
