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COUNTRY Germany (Soviet Zone) SECURITY INFORMATION REPORT

TOPIC Oranienburg Airfield

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 50X1-HUM

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] DATE PREPARED 23 January 1952

REFERENCES [REDACTED]

PAGES 3 ENCLOSURES (NO. &amp; TYPE) [REDACTED]

REMARKS [REDACTED]

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1. Between 1 and 3 p.m. on 29 December 1951, no aircraft were observed at Oranienburg airfield. The radio installation, including all telephone lines and cables, which was previously observed about 5 km north of the field on the extension of the runway, was removed. Some boxcars were on the spur track to the field. Trucks [REDACTED] moved from the restricted Weisse Stadt Settlement to the field. 50X1-HUM
2. Between 11:50 a.m. and 4:30 p.m. on 30 December, no planes were observed at the field. The entrance to the field and the northern entrance to Weisse Stadt were not guarded. Several boxcars loaded with billeting equipment were on the spur track leading to the field. At nightfall, a train consisting of the following cars was assembled: 1 well wagon with tank truck [REDACTED]; 1 flatcar with tank truck [REDACTED]; 1 well wagon with tank truck [REDACTED]; 1 flatcar with truck [REDACTED], loaded with bedsteads; 1 flatcar with truck [REDACTED]; 3 closed boxcars; several well wagons loaded with fuel containers and some empty well wagons. (1) Bundles of fresh straw were transferred from some boxcars to trucks [REDACTED] and then transported to barns in the restricted Weisse Stadt Settlement northeast of the cemetery. An air force epaulet was found in the cemetery west of Weisse Stadt. (2) Motor vehicles which moved from Weisse Stadt to the field included trucks [REDACTED] (3) 50X1-HUM
3. At 9:30 a.m. on 29 December, a train which had been loaded in Eden and assembled at Oranienburg freight station left this station toward Satz Korn. It was observed that 4 boxcars were occupied by soldiers wearing black-bordered blue epaulets, and 15 gondola cars were loaded with 8 trucks [REDACTED] 2 sedans, 3 large containers, boxes and billeting equipment. (1) 50X1-HUM
4. At 9 a.m. on 31 December, another train which had been loaded in Eden moved toward Satz Korn. The train consisted of 18 boxcars, occupied by troops wearing black-bordered blue epaulets, 15 gondola cars loaded with 12 trucks [REDACTED] ambulance [REDACTED] 31 boxes, each 175 x 175 x 450 cm, and billeting equipment. At 6 a.m. on 2 January 1952, source again observed that a train which had been loaded in Eden left Oranienburg station toward Satz Korn. (1) 50X1-HUM
5. On 2 January, no aircraft were at the field nor was there any activity. The

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doors of the hangars were closed. The two northern entrances to the field were blocked. The sentries posted at the entrance to Weisse Stadt wore air force epaulets.

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6. [ ] the air force unit whose supply officer is Vnukov (fnu) and the larger unit of Captain Menkin (fnu) had been transferred to an undetermined destination in late December 1951. (4) 50X1-HUM
  7. Between 12:30 and 2:30 p.m. on 1 January, no aircraft were observed at the field. Truck [ ] loaded with billeting equipment went to the field. (3) 50X1-HUM
  8. During a conference in late November 1951 at the special construction bureau of the construction staff in Oranienburg, mention was made that, at the latest in early March 1952, work would be started on a new air force construction project in Oranienburg and that 3 million eastmarks had already been approved for this project. (5)
  9. During the night of 19 December, the unit which had come from Schoenwalde left the restricted Weisse Stadt Settlement. There was intensive flying during that night. (6) Major Mukov (fnu) (phonetic spelling), the supply officer of this unit, was to return to the field on 30 December to complete evacuation arrangements.
  10. On 28 December, 4 tank trucks with trailers, 3 trucks and 1 bus with a superstructure and a radio mast were at the parking lot of the unit from Schoenwalde. The Kech officer assigned to Unit Mateyef was to remain in Weisse Stadt to complete evacuation arrangements. The billets had to be vacated by 1 January. There was intensive flying at the field on 25 and 26 December. (7) 50X1-HUM
  11. On 4 January, the field was vacated and unguarded. Billeting equipment, 3 concrete mixers, and trucks [ ] were being unloaded from cars at the spur track. Tank truck [ ] with a trailer was observed. A new unit with about 150 ground personnel had arrived in Weisse Stadt. (5) 50X1-HUM
  12. On 29 December, no aircraft were observed at the field. Visibility was good. The dispersal areas behind and east of the hangar were vacated. Seven or eight flatcars, loaded with several radio trucks and a truck, were observed on the spur track to the large hangar. Truck [ ] was observed moving to and from the barracks buildings. Between noon and 2 p.m. on 5 January, no aircraft or flying activity was observed at the field. The hangar was closed. Motor vehicle [ ] entered and left the field. (3) 50X1-HUM
  13. Between 9:10 a.m. and 3:30 p.m. on 9 January, a train without a locomotive was observed at Oranienburg railroad station. The train consisted of about 15 boxcars and 10 flatcars which were loaded with trucks, [ ] and tank trucks, [ ] (3) 50X1-HUM
- [ ] Comments. 50X1-HUM
- (1) The motor vehicle [ ] observed indicate that the trains probably carried rear elements of the bomber regiment from Oranienburg to Briesen-Brand. The flight units of this regiment were transferred on 26 December 1951. 50X1-HUM
  - (2) The motor vehicles [ ] belong to an air force construction unit whose staff is stationed in Justerbog. 50X1-HUM
  - (3) Pushkov was the supply officer of the ground unit of the air reconnaissance regiment which was transferred to Justerbog in December 1951. [ ] Vnukov is reported for the first time as Pushkov's successor. Captain Menkin is the supply officer of the ground unit of the bomber regiment which was transferred to Briesen-Brand on 26 December 1951. 50X1-HUM

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- [REDACTED]
- (4) This information appears credible. It is possible that the runway is to be extended and that dispersal areas are to be built. The arrival of a construction unit from Jueterbog and the appearance of motor vehicle [REDACTED] series may indicate that work is to start soon.
- (5) Flying activity observed indicates that, contrary to a previous report, the flying personnel of the air reconnaissance regiment were transferred to Juster-bog with their aircraft. It has not been determined with which type aircraft this regiment is equipped but it appears that the regiment was trained with twin-jet bombers in Oranienburg after June 1951.
- (6) The flight units of the bomber regiment were transferred to Briesen-Brand on 26 December 1951.

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