



ILLEGIB

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5. [redacted] two types of four-engine transports. One was fitted with in-line engines, slim and narrow wings and double rudder assembly. The other had in-line engines, a square but slim fuselage and a very wide double rudder assembly. [redacted] 25X1
- [redacted] four-engine planes, similar to the German "Condor", fitted with in-line engines, wings with a slight sweep-back, plexiglass nose, double rudder assembly and nose wheel. A formation of 15 such planes returned to the field after being aloft for two hours. 25X1
6. Flying was practiced day and night in all weather. [redacted] 25X1
- [redacted] night flying was done only in good weather. [redacted] formation flying and reports on the number of planes involved varied from 3 to 100. The single-engine low-wing monoplanes took off in groups of three and practiced aerobatics. The twin-engine planes took off from and landed only on the runway. In the summer of 1949 small formations of the twin-engine planes repeatedly participated in exercises apparently held at a troop training grounds south of Bobruisk. [redacted] 25X1
- [redacted] a bomb range was located south of the airfield. Training and local flights were made with twin-engine aircraft and biplanes. The twin-engine planes practiced firing at towed air sleeves with machine guns and cannon. The air sleeves were illuminated at night, except on moonlit nights. Transport aircraft occasionally made intermediate landings at the field. (3) 25X1
7. Parachute jumps were made from captive balloons and twin-engine planes. [redacted] the jumps were made from an altitude of about 1000 meters. Most of the parachutes opened immediately after the jump, but some were released only after a prolonged descent. [redacted] these jumps were made from various altitudes and were practiced with and without field packs. Reports on the number of men jumping from each plane varied from 2 to 17 and [redacted] a mass jump from 12 planes. (4) 25X1
8. Air force soldiers wearing earthbrown uniforms with light-blue collar patches were observed daily proceeding to the airfield. 25X1

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- [redacted] Comments.
- (1) From the data on the runway it appears that the wooden runway built by the Germans in 1942 was repaired in 1944. [redacted] 25X1
- In 1949 this runway was provided with a concrete surface. All PWs who had been in Bobruisk up to late 1949 mention a concrete runway, while those who left this city prior to that date state that the runway had a wooden surface. The estimates of the length of the runway differ. It is believed the runway was 2½ km long.
- (2) The large numbers of hangars and barracks buildings mentioned by all PWs and the concordant statements on extensive construction work underline the importance of the field. It is not definitely known whether this field was actually improved with a view to making it a basis for long-range bombers as reported [redacted] 25X1

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(3) The report does not present a clear picture of the occupation of the field. The data on the aircraft types observed are contradictory. However, it is certain that twin-engine Pe-2 and Tu-2 bombers and Douglas-type transports are stationed at the field, the latter for the training of parachutists. [redacted] 25X1

25X1 [redacted] 100 aircraft aloft at the same time. The field is possibly occupied by two bomber units and an air transport unit. The four-engine planes seem to have been stationed there only temporarily or to have made intermediate landings. The double rudder assembly of this type of plane [redacted] 25X1

25X1 [redacted] is believed to be an error in observation. The IL-2s [redacted] 25X1  
[redacted] were not observed by a [redacted]. It is not 25X1  
believed that IL-2s were still stationed at the field in 1949 although they must have been there in 194 [redacted] 25X1

25X1 [redacted]  
(4) It can be assumed with certainty that systematic parachute training was conducted at the field. It is not clear whether a parachute unit was located at the field or whether the training was part of the routine fighter pilot training.

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