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SUPPLEMENT TO REPORT NO. 25X1

[Redacted]

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[Redacted]

1. Between 3 and 6 p.m. on 18 March, the airfield of Jueterbog Altes Lager was observed from its southern and eastern border [redacted] in clear weather. Seven jet bombers were parked in one line at the eastern border of the field. [redacted] were seen on two of the bombers. Eight jet bombers including [redacted] were seen at the northern border; [redacted] north of the eastern end of the runway, and one jet bomber taxied to the take-off point at the western portion of the runway. Two twin-engine aircraft with single rudder assembly were parked north of the middle of the runway, and two biplanes were seen in the northwestern corner of the field. One jet bomber without auxiliary tanks was flying. Single engine aircraft were seen in an open hangar at the western border of the field. Flying was practiced by jet bombers. The aircraft took-off individually and landed after about 30 minutes. A twin-engine aircraft took-off at about 4 p.m. heading east. The aircraft returned after about 10 minutes, crossed the field with a sleeve target at an altitude of about 800 meters and left toward Treuenbrietzen. The landing of the plane was not observed. Flying was continued after 4 p.m. [redacted] parked north of the eastern end of the runway was refueled [redacted]. A hose led from a fuel truck parked forward of the right wing to the upper side of the wing between engine and fuselage. [redacted] and fire truck [redacted] at the field.

2. Between 19 and 26 March 1952, the ground attack unit stationed at Jueterbog Altes Lager was equipped only with Il-10s; the recon. unit was equipped with aircraft of [redacted]. All jet bombers were fitted with wing tip tanks. Some of the jet bombers had plexiglass noses, and on some of them the lower half of the plexiglass noses was protected by a metal cover.

3. [Redacted]

4. On 26 March the airfield was observed between 10:30 a.m. and 1 p.m. from its eastern and southern border. There was a 7/10 overcast and a thin snow cover. A total of 13 jet bombers was counted at the field. [redacted] plane [redacted] were parked at the eastern border of the field, and eight jet bombers, [redacted]

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were parked at the northern border of the field. There were also 14 Il-10s, four of them with white propeller hubs, two twin-engine transports and a single-engine, high-wing monoplane observed at the installation. [redacted] 25X1

[redacted] aircraft identified were fitted with the same antenna assemblies. The antenna mast, about 20 cm long, was attached to the rear end of the cabin and slanted to the rear at an angle of 150 degrees between mast and cabin roof. A wire extended from the top of the mast to a point about 20 cm below the upper edge of the rudder assembly. Another wire extended from the antenna down to the corner formed by the leading edge of the fin and the upper side of the fuselage. The antenna had three egg-shaped insulators of a silvery white color, one right behind the mast, one near the point where the vertical fin connects to the fuselage and one in the middle of the antenna. (3) Between 12:35 and 12:50 p.m. three Il-10s circled over the field. At 12:30 p.m., a single-engine, high-wing monoplane was seen over Niedergoersdorf approaching the field. The jet bombers in the dispersal areas were cleared of snow. (4)

5. At 9:20 a.m. on 14 March, a twin-engine aircraft towing a sleeve target took off from the field and was observed flying in the vicinity of the installation until it landed at 11:30 a.m. Other aircraft were not observed firing at the sleeve target. Then flying was practiced by the jet bombers between 9 a.m. and noon, three high-wing monoplanes and one biplane made repeated individual take-offs from the landing field.

6. On 20 March, aircraft observed at the field included [redacted] two twin-engine aircraft, one single engine plane, one high-wing monoplane and two biplanes. Between 9:15 a.m. and 2 p.m. flying was practiced by five jet bombers [redacted] 25X1
After 3 p.m., a twin-engine plane towing a sleeve target and two biplanes flew wide circles over the field. [redacted] 25X1

7. On 28 March, the field was observed between 9:15 and 1 p.m. There was a visibility of eight kilometers and a 8/10 overcast. Six [redacted] were parked at the eastern edge of the field and six additional jet bombers, probably also of [redacted] 25X1
[redacted] were seen at the northern border of the field. Two twin-engine aircraft with a nose wheel were seen in front of the hangar; a single-engine plane was parked at the northern border of the field, and two high-wing monoplanes and a biplane were also seen at the installation. At 9:15 one jet bomber and one high-wing monoplane were aloft and another jet bomber took-off. About 25 take-offs by jet bombers were observed. The aircraft circled over the field. Two high-wing monoplanes took-off continuously and circled also over the field. After landing the aircraft were refueled from a fuel truck which parked on the right side of the plane between tail assembly and wing pointing to the angle formed by wing and fuselage. The last aircraft landed at about 1 p.m. A radio station with four masts was seen one kilometer west of the runway. (5)

8. On 4 April, the airfield was observed between 9:50 a.m. and 12:30 p.m. in very cloudy weather. There were 12 jet bombers parked at the northern border, three at the eastern border and four on the runway. Four twin-engine aircraft, 15 to 20 single-engine aircraft, one high-wing monoplane and one biplane were seen in front of the hangars. (6) There was flying until noon. A twin-engine aircraft towing a sleeve target took-off at 9:50 a.m. and jet bombers took-off at 10, 10:15, 10:30, 11 and 11:25 a.m. After attacking a sleeve target towed by a twin engine plane, they landed at 10:10, 10:25, 10:45 and 11:20 a.m. The twin-engine plane landed at 11:15 a.m. [redacted] Three radio trucks were parked at the runway. Four tank cars were seen at the fuel dump on the southern border of the field. One of the jet bombers had a metal nose and a [redacted]

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[] Comments.

- (1) During the time of observation, the airfield at Jueterbog Altes Lager was occupied by one ground attack regiment with a total of about 60 Il-10s and by a reconnaissance regiment with [] aircraft. The reconnaissance regiment is equipped with a total of about 20 twin-jet aircraft. It has not been determined how many of those aircraft are of [] with plexiglass noses; [] noses. 25X1
- (2) Kaltenborn is located southwest of the airfield. See OSGS Map, Sheet 4043. If correct, the information might indicate an extension of the field in western direction. To date no indications of an enlargement have been reported. 25X1
- (3) See Annex for a schematic diagram of the antenna. This is the first detailed information on the antenna. It is interesting to note that [] aircraft are reportedly equipped with the same type of antenna, since [] it was believed that there was a difference in the antennas with the two types of aircraft. 25X1
- (4) For sketch of intake opening on the type 30 aircraft, see Annex. The sketch shows that the jet engine has an axial-flow compressor.
- (5) The radio station is an Adcock DF station.
- (6) On 4 April, there was only the reconnaissance regiment at the field; the ground attack regiment was transferred to Reinsdorf on 2 April. The single engine aircraft observed were possibly Il-10s left behind by the ground attack regiment. The regiment has a total of 60 aircraft; only 40 to 50 were observed landing at Reinsdorf airfield by 2 April. [] 25X1

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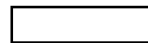
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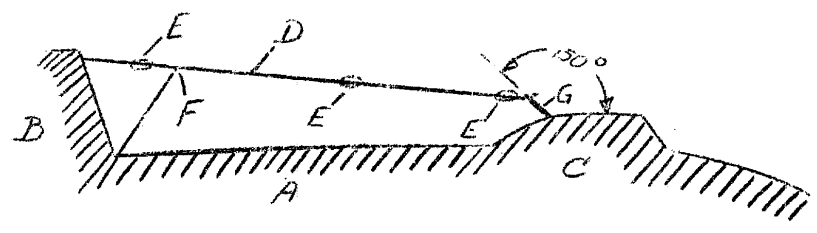
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Annex



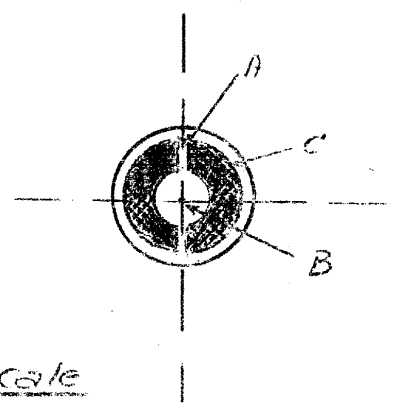
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not to scale

Legend.

- A Fuselage
- B Rudder assembly
- C Cabin
- D Antenna wire
- E Egg-shaped insulators
- F Junction of antenna with wire
- G Antenna mast



Legend.

- A Vertical partition
- B metal cone
- C Opening

not to scale

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