

FORM NO. 51-61  
MAY 1949 INTELLIGENCE 28

CLASSIFICATION

SECRET/CONTROL - U.S. OFFICIALS ONLY  
SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT

# INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 31 December 1952

SUBJECT Wittstock and Werneuchen Airfields

NO. OF PAGES 1

PLACE ACQUIRED

NO. OF ENCLS. 1 (6 pages)  
(LISTED BELOW)

DATE OF INFO ACQUIRED

SUPPLEMENT TO REPORT NO. 50X1-HUM

[Redacted area]

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

THIS DOCUMENT HAS AN ENCLOSURE ATTACHED  
DO NOT DETACH

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	NAVY	NSRB	DISTRIBUTION														
ARMY	AIR	X															

THIS IS AN ENCLOSURE TO

SO BB

SECRET CONTROL-U.S. OFFICIALS ONLY

WITTSTOCK AIRFIELD SITREP (4 - 17 Oct 52)

SECRET

1. AIRCRAFT COUNTS

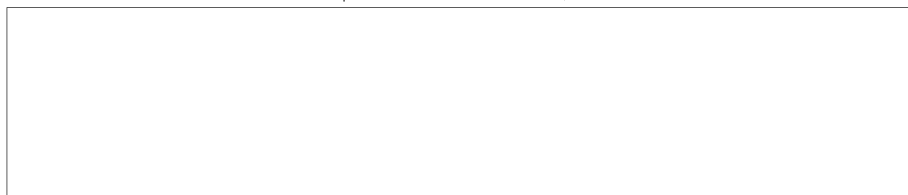
The maximum number of operational aircraft observed on the airfield:

13 Oct 52 25 MIG 15s.

No aircraft were airborne at the time of observation.

2. AIRCRAFT DETAILS

(a)



50X1-HUM

(b) Fittings

No MIG 15s were observed airborne fitted with any form of auxiliary wing tank.

3. FLYING ACTIVITY

50X1-HUM

A. General

On eleven days [redacted] no flying whatsoever was carried out. On the remaining days intensive formation flying was undertaken, usually by sections of four MIG 15s.

B. Detailed Flying

(a) 9 Oct 52

Weather: 7/8 cloud, drizzle.

1450 hours

4 MIG 15s [redacted] took off one behind the other forming over the airfield line abreast. The aircraft climbed away to the South and overflow the cloud in formation, maintaining an interval of two spans between wing tips.

50X1-HUM

SECRET CONTROL-U.S. OFFICIALS ONLY

**SECRET CONTROL-U.S. OFFICIALS ONLY**

- 2 -

1610 hours 4 MIG 15s approached the airfield from the South and landed one close behind the other. Those aircraft were towed by tractor from the end of the runway back to the [redacted] hangar. Throughout the day four MIG 15s were parked on the grass adjoining the take-off end of the runway.

50X1-HUM

(b) 14 Oct 52Weather: 4/8 cloud, hazy.

1425 hours 8 MIG 15s [redacted] took off one behind the other, forming over the airfield into two sections of four line abreast, the second line being positioned to the rear and starboard of the first:

50X1-HUM

x      x      x      x

x      x      x      x

↑  
Direction  
of flight

Interval between aircraft  
two wing spans.

Both formations overflow the clouds in an Easterly direction returning to the airfield after a period of 25 minutes and landing one behind the other.

1515 hours  
Approx.

4 MIG 15s, [redacted] took off one behind the other forming up line abreast over the airfield and carried out local formation flying above cloud level. After being airborne for 15 minutes the four MIG 15s landed individually.

50X1-HUM

(c) 17 Oct 52Weather: 5/8 cloud cover

Four MIG 15s were parked in a line adjoining the take-off end of the runway. These aircraft were not observed to become airborne.

The only flying undertaken was by two MIG 15s which took off one behind the other flying away in a Southerly direction and not being observed to return to the airfield within the next 1½ hours.

4. RATION SCALES

The daily ration scale for officers and male civilians of officer status stationed on the airfield is as follows:

Meat	375 grams
Fish	150 "
Bread (white or black)	Unrationed
Butter	80 grams
Biscuit	50 "
Tomato & gherkin	200 "

**SECRET CONTROL-U.S. OFFICIALS ONLY**

**SECRET CONTROL U.S. OFFICIALS ONLY**

The female personnel receive only the following daily ration:

Meat	375 grams
Fish	150 "
Bread (black only)	Unrationed

No butter, biscuit, tomato or gherkin is supplied.

5. Vehicle Numbers

The following vehicles were observed entering the airfield

50X1-HUM

		SAF driver
		" "
		" "
		Car, SAF Driver
		, SAF driver
		" "
		" "
		" "
		" "
		Car, SAF driver
		SAF driver
		Car, SAF driver
	SAF driver	
	Car, SAF driver	
	driver wearing black shoulder boards with red piping.	

**SECRET CONTROL U.S. OFFICIALS ONLY**

GERMANY (Russian Zone)AirWERNNEUCHEN Airfield.**SECRET****SECRET CONTROL-U.S. OFFICIALS ONLY**1. Aircraft Count:

The number of aircraft estimated to be at this airfield remains the same at:-

38 IL 28 aircraft

2 UIL 28 "

3/4 LI 2 "

2. Aircraft Markings etc:

The aircraft were dispersed along the southern and south-western taxi-track in front of the hangars and in addition to this the dispersal points in front of the hangars were also being used. The IL 28 Aircraft were silver in colour and showed the conventional red star markings on the tailfin, a number, however, also had a red star with a white rim around the star which in turn was bordered by a further red strip outside the white.

3. Flying Activity:

27 Oct 52: (a) 10 IL 28 aircraft took off

(b) 3 PO 2 " " "

28 Oct 52: (a) 2 PO 2 " " "

(b) 1 Yak 14 " " "

29 Oct 52: (a) 2 formations of two IL 28 aircraft took off.

(b) 23 IL 28 aircraft took off

(c) 2 PO 2 " " "

5 Nov 52 (a) 2 IL 28 " " "

(b) 2 PO 2 " " "

50X1-HUM

/2...

**SECRET CONTROL-U.S. OFFICIALS ONLY**

RI cc

5. Stop Butt Firing by IL 28 Aircraft: **SECRET CONTROL - U.S. OFFICIALS ONLY**

On 28 Oct 52, IL 28 [ ] was lined up on the stop butt at 50 metres range with a sighting board. Front and rear cannons were fired in single shots using ball ammunition. The aircraft was at the butts all the morning, but only fired intermittently. No shell cases were observed to fall from the aircraft during or after firing. One SAF officer and 7 men were observed to be in the vicinity of the aircraft while this activity was being carried out. The officer wore<sup>a</sup> blue band round his cap which also had blue piping. The rear guns of the IL 28 moved through an arc of 180 degrees both laterally and vertically.

50X1-HUM

6. W/T Installations.

The W/T installation consisting of four masts situated 50 m [ ] from the barbed wire on the North-Eastern side of the airfield is still in position. W/T vehicles are also situated 200/250 m [ ] from the take off end of the runway when flying is in progress.

50X1-HUM

50X1-HUM

Flak.

7. One of the eight heavy A.A. guns situated on the north-west side of the airfield has now been taken from its position and is now in the heavy flak M/T shelter.
8. The six A.A. guns reported to be behind the heavy flak MT shelter have now left this position and their new position has not yet been ascertained; it is thought that they are still at the airfield, but this point cannot be confirmed at the moment.
9. The 4 light A.A. guns situated at the south-west corner of the airfield are still in position and the 10 LKWs still remain parked in the vicinity.

10. Fuel Installations.

Two areas have now been excavated for the reception of fuel tanks on the south side of the southern taxi-track. Each excavation is approximately 100 m [ ] apart. Up to the present time, only one excavation has had tanks sunk into it; where this has been done in the case of the first, tanks have been put in almost touching end to end. The earth has not yet been replaced, but when this has been carried out the tanks will be covered up to the neck of the filler point in the centre.

50X1-HUM

**SECRET CONTROL - U.S. OFFICIALS ONLY**

11. Construction Programme.

**SECRET CONTROL-U.S. OFFICIALS ONLY**

The first two aircraft/<sup>shelters</sup> to be constructed have not yet been pulled down, but this work is expected to be carried out in the near future, as the walls are not considered suitable to take the pressure of the earth when they have been filled. The third shelter is still to be the pattern for the others, but slight modification is being effected in the construction of the concrete pillars of the walls. Instead of both sides being slotted only one side is now slotted, the other having a protusion on one side only. Each concrete slab is fitted into the slot of the pillar at one end and held in position by the weight of the earth filling pressing the slab against the protusion of the next pillar at the other end. This modification is expected to simplify and accelerate the construction of the remaining aircraft shelters. The pillars are 20 x 20 cms thick and are reinforced. Pillars have now been erected around 10 further dispersal points.

12. Grass Landing Strip.

This strip is no longer in use.

13. Drafting of Bau-Union Labourers.

**SECRET CONTROL-U.S. OFFICIALS ONLY**

During the first week of November Bau-Union labourers have been drafted to WERNEUCHEN Airfield from the following projects:-

- (a) SCHOENEFELD, work on bridges.
- (b) BRANDENBURG, work on railways.