

CENTRAL INTELLIGENCE AGENCY

S-E-C-R-E-T

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REPORT

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DATE DISTR. 15 August 1955

NO. OF PAGES 3

REQUIREMENT NO. RD

25X1

REFERENCES

This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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The airfield was accepted by the Soviet authorities on 10 April 1955, and a flying unit was rumored to be moving in on 1 May.

An elementary ventilation system has been added to each of the 40 x 24,000 - liter fuel tanks located in the airfield fuel installation. Through the manhole-shaped cover of each cylindrical fuel tank a metal pipe, about 30 cm in diameter, protrudes through the hatchway. Each pipe feeds into a similarly shaped central pipe which runs along the gap between the two rows of five tanks comprising each of the four beds in the depot. From this common pipe line protrudes a large ventilator tube, about four or five meters in height. No system of interlocking fuel pipes or any form of pumping equipment was installed on the installation prior to its being taken over by the Soviet authorities.

A triple-wire overhead electrical power system has been laid between this depot and the transformer located on the western side of the airfield fuel installation. An entire lighting system has been set up about three meters inside the

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25 YEAR RE-REVIEW

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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Approved For Release 2009/08/17 : CIA-RDP83-00418R000500090006-7

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entire barbed-wire perimeter fence surrounding this depot and connected to the overhead power grid from the airfield. There are no electrical or other fittings in any of the three storage sheds, each of which is completely bare and without any lighting whatsoever. Two hand-operated water pumps have been constructed on the site. []

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A wooden watch tower has been built in each of the four corners of the 2.5 meter-high barbed-wire perimeter fence. Along the outside of this entire fence a strip has been cleared and levelled. A concrete road, about five meters in width and 15 to 20 cm in thickness, has been laid to connect this munition depot to the northeast corner of the airfield. As of 23 April, this entire depot was empty and completely unguarded.

4. Power Supply:

a. There is no main generator on the airfield, the electric power being supplied by an overhead grid system consisting of four heavy wires which connect the brick-built transformer joining the fuel installation to a similar transformer located on the southeastern side of the village of Tutow, from where it joins the local overhead high-tension grid. A stand-by generator has been built in the northeast corner of the airfield. []

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b. From the airfield transformer two overhead power lines lead as follows:

1. To the munition depot located northeast of the airfield.
2. To the airfield control tower.

c. A series of single insulated heavy cables have been laid to a depth of 80 cm below the surface to various points around the airfield. In all cases a trench was dug out and the cable (about four cm in thickness) laid along the bottom. A normal rough domestic brick was then placed across the cable and the earth pushed back into the trench. The route followed by these underground cables is as follows:

1. Transformer to stand-by generator.
2. Control tower to eastern point of runway where there is a series of underground pipe lines beneath the runway.
3. From stand-by generator to the northern perimeter of airfield.
4. A circuit around the entire runway, about 1.5 meters from its outer edge.
5. From the northern and southern ends of the runway to two adjoining concrete platforms believed to be sites for future radio installations.

There are numerous junction boxes located on the surface above this underground system. [] No permanent lighting system has been built into the concrete runway, nor have any radio installations been constructed.

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5. Aircraft Blast Pens:

No attempt was made at constructing the aircraft blast pens around the fifty dispersal hard-stands on the airfield. Near the majority of these hard-stands there were piles of prefabricated concrete sections, but on 23 April a special truck arrived on the airfield and commenced to load the sections onto other trucks. One of the drivers stated that the concrete components were to be dispatched to Gross Doelln airfield.

6. Personnel:

a. At the close of the reporting period there remained a total of about 110 workers from the Bau-Union Brandenburg engaged in the official cleaning of the airfield

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and the loading of equipment onto trucks and railway cars . All workers had been given notice for transfer effective of 1 May.

- b. The only Soviet national remaining on the airfield at the close of the reporting period was a Soviet air force major.
- c. A party of 10 blue-uniformed Volkspolizei men arrived on 18 April to take over the security of the airfield.

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