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COUNTRY East Germany REPORT

TOPIC Jueterbog Altes Lager Airfield 616909

EVALUATION  PLACE OBTAINED  25X1DATE OF CONTENT DATE OBTAINED  DATE PREPARED 22 February 1954

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 2 - sketches on dittoREMARKS This is UNEVALUATED Information

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The following observations were made at Jueterbog Altes Lager airfield between 25 January and 3 February 1954:

25 January. Beginning at about 10 a.m., 12 MiG-15 or U-MiG-15s were towed by small trucks out of hangars No 9 and 10 to the runway. Subsequently, individual flights were made by jet fighters with and without auxiliary fuel tanks for about 25 minutes and 15 minutes duration respectively.

Around 2 p.m., air activity was discontinued. A Tu-2 was being covered with a new coat of paint

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26 January. Around 3 p.m., all the ground attack aircraft at the field, except for the four aircraft in front of the repair hangar, took off.

27 January. Between 11 a.m. and 4 p.m., a total of six individual flights were made by swept-back jet fighters for about 30 minutes duration.

28 January. During the late forenoon, 20 MiG-15 or U-MiG-15s were towed to the runway and arranged there in one line. At 11:45 a.m., the first four swept-back jet aircraft simultaneously took off after they had been arranged in elements of twos on the runway, as was previously described. After 24 minutes, the aircraft of the formation landed individually. At noon, another four MiG-15 or U-MiG-15s took off in the same way and landed after 27 minutes. This type of air activity was continued up to 2 p.m. After the landings, the aircraft taxied under their own power to the hangars, where they refueled in front of the hangars, and subsequently towed into the hangars. At 3 p.m., the hangars were closed.

29 January. About 5 p.m., 17 ground attack aircraft approached the field, circled once over the field, landed individually, and parked in front of hangars Nos 8 through 10.

30 January. About 9 a.m., individual take-offs at short intervals were made by the 17 ground attack aircraft which had landed at the field on the preceding day. The aircraft headed toward the firing range. They formed one line and dived at their targets at an angle of 25 to 30 degrees. The exercise involved tanks, artillery and rocket launchers on the firing range. Throughout the day, the firing range was off limits for civilians. About 10 a.m., the ground attack aircraft again landed at the field, were refueled and subsequently departed. Between 11 a.m. and 11:20 a.m., six MiG-15 or U-MiG-15s were observed aloft. After the landings by

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these aircraft, no other flights were made.

1 February. At 8:30 a.m., 18 MiG-15 or U-MiG-15s were towed to the runway by the previously reported small trucks. At 9 a.m., the swept-back jet aircraft towing a sleeve target, took off. Subsequently, take-offs were made by six MiG-15 or U-MiG-15s. Each of these 6 MiGs fired three rounds at the towed sleeve target. About 30 minutes later, the attacking aircraft landed and the towing aircraft released the sleeve target over the field. At 9:20 a.m., a Tu-2 took off. It circled over the field for one hour before landing. At 10 a.m., six MiG-15 or U-MiG-15s and one U-MiG-15s which was towing a sleeve target took off. The six aircraft again practiced firing at the towed sleeve target. When the exercises was completed, individual flights were made by swept-back jet aircraft until 1:30 p.m. At 1:30 p.m., eight ground attack aircraft approached the field and made diving attacks at ground targets. Subsequently the aircraft landed at the field, refueled, and again took off at about 3:30 p.m.

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2 February. Around 9 a.m., 12 MiG-15 or U-MiG-15s were towed out of hangars Nos 8 and 9 to the west end of the runway. Beginning at 9:30 a.m., the aircraft made individual flights of 20 to 30 minutes duration. Air activity was discontinued at 12:30 p.m. After 2:30 p.m., some swept-back jet fighters taxied under their own power from hangars Nos 4 to 6 toward the runway and made flights of 20 to 30 minutes duration.

3 February. After 9 a.m., MiG-15 or U-MiG-15s practiced flying at high altitudes.

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1. Comment. Jueterbog Altes Lager airfield is occupied by two fighter regiments. Each regiment is believed to be equipped with 24 MiG-15s.

It is believed that the Il-10s observed at the field belong to the ground attack regiment in Finsterwalde. The aircraft of this regiment are apparently detached to Jueterbog to conduct firing practices at Jueterbog firing range. The Il-10s observed taking off from Finsterwalde on 26 January 1954 had reportedly landed there on 22 January.

For sketch of flight formation of the 17 Il-10s which landed at the field on 29 January 1954, see Annex 1.

2. Comment. Tu-2 aircraft have repeatedly been observed serving as target-tow aircraft at Jueterbog Altes Lager airfield.

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Annex 2



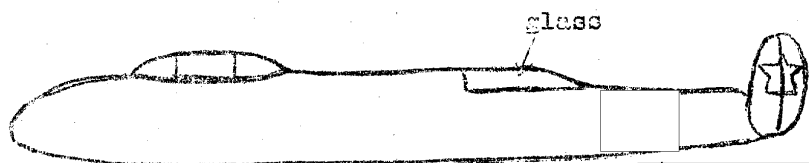
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Jueterbog Altos Lager Airfield

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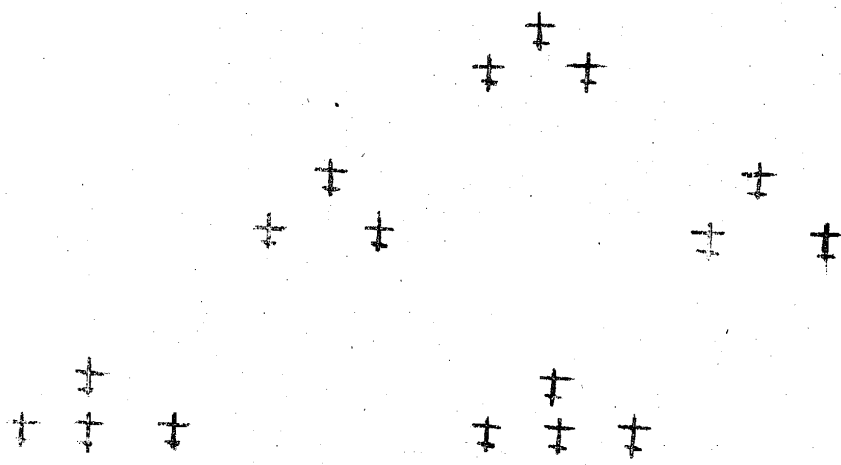
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Annex 1

Flight Formation of Ground Attack Aircraft Observed Landing  
at Jueterbog Altes Lager Airfield  
on 29 January 1954



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