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CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLYCOUNTRY East Germany

REPORT

TOPIC Jueterbog Altes Lager Airfield

618921

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 19 March 1954

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Jueterbog Altes Lager airfield between 15 and 25 February 1954:

15 February. There was no air activity. As usual, the EM received instruction during the morning. The officers practiced pistol firing. During the afternoon, maintenance work was conducted on the aircraft.

16 February. No flights were made. It rained. During the afternoon. Firing with carbines was practiced at the firing range.

17 February. Beginning at 9:30 a.m., swept-back jet aircraft were towed out of hangars Nos 4, 6, 9 and 10 and parked at the runway. The previously reported small trucks of American make were used for towing the aircraft. Around 10 a.m., 16 MiG-15 or U-MiG-15s were parked at the runway. Subsequently, some of the aircraft made individual flights at intervals of 5 minutes. The flights lasted about 10 minutes and were continued until about 11 a.m. After landing, the aircraft taxied under their own power to their dispersal areas. At 11 a.m., the aircraft were being refueled. Subsequently, they again took off at intervals of 5 minutes and made flights of 15 minutes duration. After landing, the individual aircraft taxied under their own power to the hangars. Air activity by swept-back jet aircraft was discontinued about 2 p.m. Around noon, two Tu-2s took off and flew over the firing range. One of the two aircraft towed a sleeve target and had an inverted C on the side of the fuselage. The aircraft circled about six times over the firing range while AA guns fired at the sleeve target. On each attack, 5 to 6 rounds were fired. The sleeve target which had been considerably pierced, was released over the field about 2 p.m.

18 February. After 10 a.m., individual 25-minute flights were made by swept-back jet aircraft, with only one aircraft being aloft at a time.

19 February. Around 1 p.m., two swept-back jet aircraft taxied under their own power out of hangar No 4, proceeded to the runway, took off and made flights of 15 minutes duration.

21 February. Around 11 a.m., a Tu-2 took off and made a 60-minute flight over the field.

22 February. During the morning, EM were given instruction. At noon, a formation of 10 Il-10s approached from the direction of Luckenwalde and crossed over Jueterbog Dam airfield.

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The aircraft taxied to the repair hangar where work was immediately performed on its engine. It took off about 4 p.m. Between 1 p.m. and 2 p.m., a Tu-2 was observed aloft. Around 3 p.m., 5 MiG-15 or U-MiG-15s taxied out of hangar No 9 toward the runway and took off at intervals of about 3 minutes. The aircraft made individual flights of about 10 minutes duration, then landed, and taxied back to the hangar.

23 February. There was no air activity, probably because of the celebrations on "The Day of the Soviet Army". No review was held at the field. A number of soldiers were already drunk in the morning.

24 February. Around 10:30 a.m., 9 ground attack aircraft approached and, without landing at Altes Lager airfield, disappeared out of sight. No air activity was observed at the field.

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25 February. No flights were made. The weather was rainy.

2. On 18 February, truck [ ] hauled a jet engine to the test stand. There the engine was repeatedly run at maximum speed from 11:45 a.m. to 12:15 p.m.<sup>1</sup>
3. An officer, who had been in charge of the repair hangar during the time when the field was occupied by jet bombers, has again been observed at the field recently. In the meantime, the officer had been promoted to major and possibly was assigned as chief of the former air technical school. Soviet officer Lukinev (fnu) was no longer observed at the field.<sup>3</sup>
4. For some time, the alert flight has consisted of 5 MiG-15s with auxiliary fuel tanks. Near the alert aircraft were parked 1 radio truck with a rod antenna, 2 tank trucks, 2 tractors, and 1 truck. The personnel of the alert flight stayed in a nearby tent. On cold days however, they usually remained in an AA bunker at the eastern section of the field which is not far from the dispersal area of the alert flight.<sup>4</sup>
5. A sedan with a box-like superstructure, similar to a delivery van, was repeatedly observed near the swept-back jet fighters. The aircraft towed by a towing vehicle to the runway to be started. The loading ramp aft of the dark blue driver's cabin was painted light blue and a black rubber cable hung out of the car. The vehicle was not observed when the swept-back jet aircraft taxied under their own power to the runway.<sup>5</sup>
6. A Caterpillar tractor was used for clearing the snow on the field. On a day, when it had snowed and the snow layer was about 8 cm deep, the clearing of the runway and taxiways took about 8 hours, with about 300 men being utilized. Sand was never strewn on runway even after slippery ice had formed.
7. About 10:15 a.m. on 20 February, three take-offs were made by elements of swept-back jet fighters. After the take-off, the aircraft assembled to two flight formations and practiced flying for about 30 minutes. Landings were made individually. Subsequently, local flights were made by MiG-15 or U-MiG-15s. MiG-15 or U-MiG-15 observed parked at the field included 3 at the northeastern edge; 7 in front of hangars Nos 4 and 5; 5 next to the runway, 3 at the eastern side of hangar No 10, 6 between hangars Nos 8 and 9; sixteen single-engine aircraft with red propeller hubs south of hangar No 10. Between 9:30 a.m. and 6 p.m. on 25 February, there was no air activity. Two single-engine aircraft which did not have red propeller hubs were parked at the eastern edge of the field. The alert flight of 5 MiG-15s was parked just north of the eastern end of the runway.<sup>4</sup>

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