

COUNTRY Austria REPORT 25X1

TOPIC Aspern Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 11 February 1953

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REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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25X1 1. Aircraft observed at Aspern (P 49/X 49) airfield between 8 a.m. and 3 p.m. on 15 January 1953 included 24 MiG-15s, 50 Pe-2s, 3 biplanes, and 3 single-engine low-wing monoplanes fitted with radial engines, two-bladed propellers, and single rudder assemblies. There was individual flying by Pe-2s and biplanes. Weather was 10/10 overcast, northwesterly wind, visibility of about 1,500 meters. The snow cover at the field was about 10 cm deep. The boundaries of the runway were marked by pegs and little red flags. A strip paralleling the runway on its north side was also marked by pegs. The snow on the runway was not removed. The planes participating in the air activity observed took off from southeast to northwest, climbed to an altitude of 400 to 600 meters, flew a turn toward the east and again approached the field from the southeast. After landing, the planes taxied to the dispersal area or the refueling point. The following take-offs and landings were observed:

Type of Plane	Number of Crew	Time of Take-Off	Time of Landing
Pe-2	undetermined	8:12 a.m.	8:18 a.m.
"	"	8:20 "	8:25 "
"	2	8:21 "	8:27 "
"	2	8:29 "	8:36 "
"	2	8:30 "	8:37 "
DDK	undetermined	8:37 "	9:18 "
Pe-2	2	8:38 "	8:44 "
"	2	8:39 "	8:45 "
"	2	8:46 "	8:52 "
"	2	8:47 "	8:53 "
"	2	8:48 "	8:54 "
"	2	8:57 "	9:02 "
"	2	8:59 "	9:04 "
"	1	9:01 "	9:15 "
"	2	9:06 "	9:11 "
"	2	9:14 "	9:20 "
"	2	9:23 "	9:29 "

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DDK	undetermined	9:30	a.m.	10:17	a.m.
Pe-2	2	9:40	"	9:46	"
"	2	9:49	"	9:56	"
"	2	9:51	"	10:09	"
"	2	10:11	"	10:27	"
"	2	10:21	"	10:37	"
DDK	undetermined	10:23	"	11:03	"
Pe-2	2	10:31	"	10:39	"
"	2	10:40	"	10:46	"
"	2	10:42	"	10:48	"
"	2	10:57	"	11:02	"
"	2	11:05	"	11:11	"
"	2	11:14	"	11:19	"
"	2	11:39	"	11:45	"
"	2	11:48	"	11:54	"
"	2	11:56	"	12:02	"

The planes which took off at 11:48 and 11:56 a.m. were marked by a white-bordered red Y I on the rudder assemblies. No other markings were observed except for the Soviet stars. On the western, northern and eastern sides of the installation, there were about 30 shrapnelproof aircraft revetments which appeared to be empty. No sentries were seen there. No radio installation was observed at the field or its vicinity. The PKV-45/DF station, which was previously located in the northeastern corner of the field had been removed.

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4. Aircraft observed at the field between 8:30 a.m. and 2:30 p.m. on 16 January included 24 MiG-15s, 48 Pe-2s, 3 biplanes, and 2 single-engine low-wing monoplanes fitted with radial engines and two-bladed propellers. There was no flying. Weather was 10/10 overcast, easterly wind, good visibility and minus 6° C. The boundaries of two parallel landing strips extending from southeast to northwest were marked by pegs.

5. The aircraft revetments at the field were empty; no AAA emplacements were observed. Three tank trucks were seen at the western fuel dump which still consisted of five large and eight small containers. Sixteen vehicles were parked in garages. Ten tank trucks, 8 trucks and 1 weapons carrier were observed in front of the garages.

6. The komendatura was guarded by a sentry who wore black-bordered blue epaulets. Truck [redacted] whose driver wore black-bordered blue epaulets was observed in front of this building. Soldiers who wore black-bordered blue epaulets and carried notebooks and books were seen in building No 4 on Sieges Platz. One van-like truck and one truck, both covered with tarpaulins were seen in the garden of the officers' club. Four majors,

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who wore black-bordered blue epaulets were seen at building No 22 on Zech Gasse.

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from that town included jeep [redacted] whose driver wore red-bordered black epaulets, truck [redacted] sedan [redacted] whose driver wore

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black-bordered blue epaulets, and van-like truck [redacted]

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[redacted] Comment. A bomber regiment and a fighter regiment are believed to be stationed at Vienna-Aspern airfield. The air activity observed indicates that pilots were either being retrained or that pilot training had not yet reached an advanced stage.

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