

CLASSIFICATION SECRET/CONTROL - U.S. OFFICCOUNTRY East Germany REPORT
TOPIC Neuruppin Airfield

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EVALUATION PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED DATE PREPARED 21 May 1954 25X1

REFERENCES

PAGES 7 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Neuruppin airfield between 23 March and 10 April 1954:

23 March. Throughout the day, MiG-15s or U-MiG-15s made individual flights of 30 to 35 minutes duration. The weather was cloudless and there was visibility of about 10 km.

24 March. In the late morning, some individual flights were made. The weather was cloudless. About noon, 8 MiG-15s or U-MiG-15s took off in elements of two and departed. At 5 p.m., a formation of 3 swept-back jet fighters was seen over Neuruppin.

25 and 26 March. No air activity was observed. There was a closed ceiling and visibility of between 3 and 5 km.

27 March. In the morning one Po-2 made local flights. There was a closed ceiling at an altitude of about 200 meters, drizzle rain and visibility of 1 to 2 km. In the late afternoon, source heard the noise of flying jet aircraft.

28 March. No flying was observed. There was the same weather as on the preceding day. About 10 a.m., the alert flight of 4 aircraft and 3 other swept-back jet fighters were parked at the field.

29 March. Between 2:30 p.m. and 3 p.m., the noise of swept-back jet fighters was heard.

30 March. No air activity was observed. There was a closed ceiling and visibility of about 5 km.

31 March. After noon, there was formation flying by elements of two swept-back jet fighters, some of which were fitted with auxiliary fuel tanks. Prior to 11 a.m. there was ground fog, then a closed ceiling and visibility of between 8 and 12 km.

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1 April. There was air activity after 9:30 a.m. Repeatedly, U MiG-15s towing an air sleeve were approached by MiG-15s. There were scattered clouds.

2 April. Throughout the day, there was air activity as on the preceding day. The weather was 5/10 to 6/10 overcast and there was visibility of about 10 km. Aircraft were also aloft at night.

3 and 4 April. No air activity was observed. About 11 a.m. on 4 April, 22 to 24 MiG-15s or U-MiG-15s, 1 single-engine monoplane and 1 Po-2 were parked at the field.

5 April. Some flights were made. There was a 9/10 to 10/10 overcast and visibility of about 10 km.

6 April. There was air activity throughout the day, including formation flying by elements of two and four aircraft and the continuous attacking of air sleeves. The air sleeves had about the length of a MiG-15, were cylindrical throughout the length and had a smaller aperture at the tail than at the fore.

7 April. After a MiG-15 had taken off at 7 a.m., apparently for a weather reconnaissance flight, there was formation flying in elements of two and four. The attacking of air sleeves was also practiced.

8 April. MiG-15s or U-MiG-15s made individual local flights and formation flights in elements of two. The weather was fair.

9 April. During daytime, there was light air activity by MiG-15s or U-MiG-15s. There was night flying with searchlights being in operation. One swept-back jet fighter towing an air sleeve, which was attacked by another swept-back jet fighter and which was illuminated by searchlights, was seen aloft at one time. No air-to-air firing was observed.

10 April. Between noon and 1 p.m., 6 MiG-15s or U-MiG-15s practiced formation flying, change of formations, assembling to and dispersing of formations. In the afternoon, about 25 MiG-15s or U-MiG-15s were parked at the field.

2. A brick building was being erected at the eastern end of the runway near the alert hut. The alert flight was recently parked next to that building.

3. The following air activity and aircraft were observed at the field between 25 March and 7 April:

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25 March. No training flights were made. There was a closed ceiling at an altitude of about 800 meters and visibility of about 5 km. Maintenance work was being done on 10 swept-back jet fighters; the cowlings of the power plants of these aircraft had been dismantled. Some of the auxiliary fuel tanks were being exchanged. In the late afternoon, some flights, probably test flights, were made.

26 March. Shortly before 9 a.m., 1 Po-2 was flying to and fro near Klappgraben south of the field. At the same time, four guns were firing from an emplacement near the barn south of the field. During the take-offs and landings of the aircraft the guns ceased firing. The firing practice was apparently directed by the Po-2. 2

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27 March. At 5 p.m., 2 MiG-15s approached the field in formation and landed there.

28 March. No air activity was observed. There was a 2/10 overcast.

29 March. Between 3:10 p.m. and 4:30 p.m., some flights were made.

30 March. There was no flying. Many flying personnel wearing dress uniform were seen in town.

31 March. In the afternoon, formations of four aircraft practiced the assembling and dispersing of formations. The aircraft landed individually.

1 April. Throughout the day, the attacking of air sleeves which were towed by U-MiG-15s was practiced in the following manner: Two MiG-15s would take off in formation, climb to an altitude of about 1,500 meters and make a dive attack on the radar set at the southern edge of the field. After attacking the radar set for three times, one of the aircraft left the formation and attacked the air sleeve. A third MiG-15 which had been aloft assembled in formation with the aircraft attacking the radar set. Subsequently, the second MiG-15 left the formation and attacked the air sleeve, while the two remaining aircraft continued diving practices.

2 April. Throughout the day, individual and formation flying, and the attacking of air sleeves was practiced. There was a 5/10 overcast and visibility of about 10 km. The aircraft took off individually and in elements of twos and flew in formations of two, three and four mainly practicing the assembling and dispersing of formations. After nightfall, the attacking of air sleeves was continued. Upon a flash signal given by the swept-back jet fighter towing the air sleeve, the searchlights were put in operation and their beams were directed to the sleeve target. While the target-tow aircraft was flying horizontally, the air sleeve was attacked. At 10:30 p.m., a siren gave air raid warning for about 30 minutes. Subsequently, 4 swept-back jet fighters crossed over the field and landed. At 11:15 p.m., the aircraft took off again and departed to the east, while, about that time, the siren gave all clear signal for about 15 minutes. At 11:30 p.m., 2 Po-2s took off, flew turns between the town and the Panzer Kaserne and landed again after midnight.

3 and 4 April. There was no flying.

5 April. Throughout the day, swept-back jet fighters practiced the attacking of air sleeves each firing about 6 rounds. As on the preceding days, the aircraft approached the sleeve target from the rear at an angle of about 45 degrees.¹ Between 7:20 p.m. and shortly past midnight, swept-back jet fighters and Po-2s were aloft. Apparently these flights were connected with army exercises held in the Katerbow-Walsleben area as rifle and machine gun firing was heard and ground signals were observed from that direction. 3

6 April. Air-to-air firing was again practiced. There was a 7/10 overcast at an altitude of about 1,000 meters. The practices were continued after nightfall.

7 April. Firing at air sleeves was practiced as on the preceding days.¹

4. Eighty small apartments on Altruppiner Allee and apartment houses on Neustaedter Strasse were being under construction, allegedly, to be occupied by dependents of air force and army personnel respectively.⁴

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5. The following air activity and aircraft were observed at the field between 30 March and 20 April:

30 March. There was no air activity. The weather was overcast.

31 March. There was fog in the morning. In the afternoon, swept-back jet fighters practiced firing at air sleeves. Source observed that the 5-meter-long air sleeve was extended on a rope, about 120 meters long, when the target-towing plane took off. Shortly after the target-towing aircraft, the attacking MiG-15 took off. Both aircraft flew a left turn and climbed to an altitude of 2,000 to 3,000 meters where four slant attacks from the rear were flown. At each attack one burst of fire was given from rapid firing machine guns. After the fourth attack, the firing aircraft would leave and land. At the same time, another MiG-15 would take off for firing practices in the described manner. The target-towing aircraft would remain aloft for firing practices by two MiG-15s.

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1 April. Throughout the day, firing at air sleeves was practiced. There was a 6/10 overcast and visibility of about 10 km.

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2 April. The air activity included air-to-air firing practices as on the preceding day, flying in formations of two aircraft at altitudes of about 8,000 meters and night flying. There was a 6/10 overcast in the morning and a closed ceiling in the afternoon and visibility of about 10 km.

3 and 4 April. No flying was observed. There was a closed ceiling.

5 April. Twenty-four MiG-15s or U-MiG-15s, 3 Yak-11s, 4 Po-2s, and 1 Li-2 were parked at the field. The Li-2 had landed at about 10:45 a.m.

6 April. Air-to-air firing was practiced throughout the day. Night flying by swept-back jet fighters began after 7 p.m.

7 April. Firing at air sleeves was again practiced. Source observed for the first time that the radar set at the southern edge of the field was rotating during air activity. The rotation started when the target-towing aircraft, after a left turn flew into the training area and ceased when the aircraft came in for landing.

8 April. Take-offs and landings were practiced in short local flights. There was a 7/10 to 9/10 overcast, morning fog and visibility of about 10 km.

9 April. Firing at air sleeves was practiced while the radar set was in operation again. Furthermore elements of two aircraft practiced flying. Night flying started after 7 p.m., with searchlights being in operation. Upon a flash signal by the flying aircraft, the searchlights were switched on and directed their beams on the aircraft until it flew out of sight.

10 April. Between 10:30 a.m. and 1 p.m., elements of two aircraft practiced flying. There was a 6/10 overcast. At 4 p.m., a Li-2 approached from the southwest and landed.

11 April. No air activity was observed at a 6/10 to 7/10 overcast by cumulus clouds and a visibility of about 10 km. At 11 a.m., 22 swept-back jet fighters, 4 Yak-11s, 3 Po-2s, and 1 Li-2 were counted at the field.

12 April. Firing at air sleeves and high altitude flying in elements of two was practiced.

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13 April. Between 7 a.m. and 5 p.m., flying in elements of two aircraft and air-to-air firing were practiced at rainy weather and gusty westerly winds. After nightfall, firing at air sleeves continued with searchlights being in operation. The attacking aircraft approached at an acute angle from right or left giving a burst of fire from a heavy rapid firing machine gun at each approach. After the attack, the aircraft passed by the air sleeve at the same altitude and curved for the next attack. Thereupon, the searchlights dimmed their lights, the aircraft turned and the attacks were repeated in the described manner. Subsequently, the attacking aircraft landed while another swept-back jet fighter took off for the same practices. When the second aircraft had completed the practices, the target-towing aircraft dropped the air sleeve and landed. Firing practices were continued in the same manner at night. It could not be determined whether the radar set was also in operation during night flying. No light was seen from the direction of the set.

14 April. There was firing at air sleeves during day and night. During daytime, the radar set was observed being in operation. Elements of two aircraft practiced flying at very high altitudes/the cloud ceiling. There were very gusty winds.

15 April. Between 8 a.m. and 4 p.m., some flights were made by elements of two aircraft at 9/10 overcast, rain showers and gusty winds. After 7 p.m., swept-back jet fighters made 12 to 15-minute flights in and above the clouds. During take-offs and landings, the runway lights and two searchlights casting their beams along the runway in take-off direction were in operation. Four red obstacle lights and three searchlights east of the eastern end of the runway were also alight.

16 April. During the morning, only some local flights were made, although the weather was favorable.

17 April. During the morning, MiG-15s or U-MiG-15s and Po-2s made local flights. A Li-2 landed about noon. The weather was 8/10 to 9/10 overcast and there were gusty winds.

18 April. There was no flying. In the late morning, 19 MiG-15s or U-MiG-15s, 4 Yak-11s, 6 Po-2s and 1 Li-2 were parked on the landing field.

19 April. During the morning, Po-2s made individual local flights and formation flights in elements of two. There was a 7/10 overcast and visibility of about 10 km. After 7 p.m., swept-back jet fighters made about 15-minute flights in and above the clouds.

20 April. About noon, a MiG-15 made a local flight. There was a closed ceiling with intermittent light rain showers. In the afternoon, 19 MiG-15s, 4 Yak-11s, 6 Po-2s and 1 Li-2 were parked at the field.

6. [redacted] the four red obstacle lights seen during night flying on 6 April marked a high birchtree standing on the cemetery, at a distance of about 230 meters east of the road fork of Wittstocker Allee and Gentz Strasse. The three searchlights had a diameter of about 40 cm each and

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were fitted on steel masts 2.5 to 3 meters high. They were set up in the extension of the southern edge of the runway, the first about 40 meters, the third about 190 meters from the road fork, the latter being emplaced on the cemetery. The searchlights were hinged and were adjustable to direct their beams toward the west and east. Rubber cables extended to the obstacle lights and the searchlights.

- 7. On 29 March, excavation work for a brick building, about 6 meters long and 4.5 meters wide, was started near the eastern end of the runway.

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- 8. During the morning of 5 April, all swept-back jet fighters at the field were towed to the runway by means of a large jeep and were parked in groups of three next to the runway. After the first aircraft were parked there, a tank truck began to refuel them. Source observed that the hose was being connected to the aircraft at four different points namely to the leading edge of each wing just behind the cabin, and below the star under the fuselage. The refueling of each aircraft lasted about 8 minutes. Subsequently a van-like truck, similar to a delivery truck moved up to the aircraft. A hose which was fitted in one of the four lid-covered openings on the rear side of the truck was connected with the aircraft. While the pilot entered the aircraft, a humming noise was heard and, about 4 minutes after the hose had been applied, the aircraft taxied to the take-off point. 5

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- 9. [Redacted]
- 1. [Redacted] Comment. During the reported period, mainly formation flying and firing at air sleeves was practiced partly under unfavorable weather conditions. It is noteworthy that the radar set was in operation during air-to-air firing practices.

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- 2. [Redacted]
- 3. [Redacted] Comment. Exercises of the 12th Gds Tank Div were held in that area between 5 and 8 April

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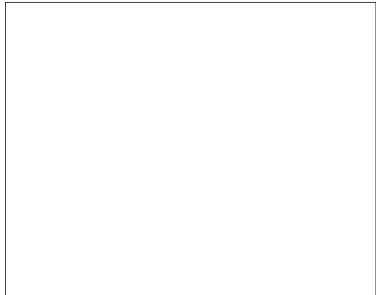
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4.  Comment. The construction of these buildings, although reported for the first time, appears credible. 25X1

5.  Comment. The two auxiliary fuel tanks which are fitted below the wings, the main tank and the two-sectional auxiliary body tank were refueled individually. As the tanks are interconnected they may as well all be refueled from the main fueling point which, however, requires more time. 25X1

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