

CLASSIFICATION ~~SECRET~~

COUNTRY	<u>Austria</u>	REPORT	
TOPIC	<u>Parndorf Airfield</u>		25X1
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	<u>10 January 1955</u>
REFERENCES			
PAGES	<u>2</u>	ENCLOSURES (NO. & TYPE)	
REMARKS			
	This is UNEVALUATED Information		25X1

The following observations of Parndorf airfield and air activity were made between 16 and 26 November 1954:

16 November. No air activity was observed from Bruck/Leitha. The weather was foggy.

17 November. Between 0800 and 0900, no air activity was seen from Bruck/Leitha. The sky was 10/10 overcast. [redacted] at about 1300, 22 jet aircraft, 1 single-engine aircraft and 1 biplane were parked on the field. [redacted]

[redacted] The pilot canopies of these 4 planes were pushed open and 8 to 10 men were assembled around each plane. The other 18 jet planes were covered with tarpaulins. A soldier whose rank insignia could not be identified gave instructions to the assembled soldiers who were arranged in a semi circle. Instruction was still being continued at about 1500.

19 November. Between 1000 and 1400, individual flights by 5 jet aircraft were observed from Bruck/Leitha. The aircraft took-off at intervals of 30 to 40 minutes and then maintained an altitude of about 900 meters. They approached from the east, flew a turn between the edge of the town and the church tower, and departed toward the railroad station, and camp.

20 November. [redacted] at about 0500, the installation was not lighted. Between 1000 and 1400, individual flights were made by 5 or 6 jet aircraft. The flight altitude could not be determined because of a high fog. The aircraft approached from the east at intervals of 30 to 40 minutes, banked over the edge of the town and departed toward the east. At about 1500, the field was occupied by an estimated 22 jet aircraft, 1 single-engine aircraft and 1 biplane. All of the aircraft were covered with tarpaulins.

21 November. No air activity was observed [redacted] There was a 2/10 overcast.

22 November. Between 1000 and 1400, individual flights were made at intervals of 20 minutes and at altitudes between 800 and 1,000 meters. There was high fog. Between 2000 and 2200, there was air activity at an altitude of about 800 meters. The night was clear and no searchlights were in operation.

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The aircraft approached from the east and banked over the sugar factory which was lighted at night. From the noise of engines heard it was inferred that the aircraft departed toward the railroad station and the camp.

23 November. The take-off strip was lighted between 0030 and 0500 while the other portion of the field remained dark. No observations were made during the daytime.

24 November. No air activity was observed [REDACTED] There was a 10/10 overcast and fog. 25X1

25 November. Between 0030 and 0500, the airfield and take-off strips were not lighted. The weather was foggy during the daytime. No air activity was observed.

26 November. [REDACTED] Between 0830 and 1000, individual flights were made by 4 jet fighters at intervals of 20 to 30 minutes. The aircraft approached from the east, banked over the edge of the town and departed toward the east. There was a 10/10 overcast. Between 1330 and 1400, two jet aircraft made individual flights over Bruck at an altitude of about 1,000 meters. The aircraft approached from the Parndorf and returned toward the same direction. 25X1

Field Comment. MiG-15 [REDACTED] is reported for the first time from Parndorf airfield. MiG-15 [REDACTED] which is reported for the first time from Austria had been observed in the Soviet Zone of Germany in 1953. MiG-15 [REDACTED] was observed in Deutsch Wagram in December 1953. [REDACTED] 25X1
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