

CLASSIFICATION ~~CONFIDENTIAL~~

COUNTRY ~~Polish-Occupied Germany~~ ~~Poland~~ ~~Legnica~~ REPORT

TOPIC Air Activity Observed Over ~~Legnica~~ Legnica (Liegnitz) 25X1

EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED PREPARED 20 May 1955

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. Between 1953 and approximately November 1954, aircraft were seen flying from the direction of the southern edge of Liegnitz, climbing from a low altitude over Pahlowitz (51 11 N/16 06 E) and practicing flying in the air space southwest of Liegnitz (51 12 N/16 10 E). Air activity during the summer months was more intensive than during the winter. The type of air activity did not differ. The aircraft always flew in a formation of 9 to 12. While crossing over Pahlowitz at a low altitude, they still flew individually and at short intervals after each other. The first aircraft climbed slowly flying straight ahead, while the other aircraft alternately flew to the right and left rear of the leading plane. Later on, the aircraft assembled in a wedge formation. After forming a formation, the aircraft mostly left the Liegnitz air space. The return of the aircraft was never observed. Not more than one formation of a maximum of 12 aircraft was observed aloft. The intervals and distances between the aircraft of the individual formations differed greatly. Sometimes, the aircraft flew in close-order and sometimes in spread-out formation. The aircraft had two engines in the wings, single rudder assembly and cabin windows at the side of the fuselage. The landing gear and a small wheel under the tail were retractable. From the observation that the aircraft always approached from the southern edge of Liegnitz it was inferred that they took off from the airfield located there.
2. Up to the first days in January 1955, there was also air activity by single-engine aircraft which crossed over Pahlowitz at a low altitude while climbing. They approached from the same direction as the twin-engine aircraft and apparently had taken off from the same airfield. There was more intensive air activity by the single-engine aircraft than by the twin-engine planes. The former flew almost every day during the summer months but less frequently during the winter. The single-engine aircraft usually flew in formations of 8 to 9 aircraft. While climbing over Pahlowitz, the aircraft flew individually and aft of each other. Then the first aircraft flew straight on while the other aircraft joined up in echelon to the right in the Liegnitz area. This procedure was repeated several times on individual days. Not more than one formation was seen aloft. The formation flew either in close order or spread out. It was noted that the single-engine aircraft flew considerably slower than the twin-engine aircraft. Description of single-engine aircraft: Low-wing monoplane with pr [redacted] engine in nose compartment, retractable landing gear, two-man coc [redacted]

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fashion, red star on underside of wings and on rudder assembly, black-bordered white letters "A 1" or "A 2" on fuselage aft of wings.¹

3. From around late 1952 or early 1953 to October 1954, individual elements of 2 aircraft with one jet engine were observed flying over Liegnitz at medium or high altitudes, sometimes with vapor trails. It could not be determined from which airfield the aircraft came. Air activity was not observed daily but frequently and sometimes several elements of two were seen aloft. The aircraft which flew at a high speed had considerably swept-back wings, a slim fuselage, and a very high rudder assembly on the tail.²
4. Around late 1953 or early 1954, the first twin-jet aircraft were seen flying over Liegnitz at very high altitudes. The last observations were made around August 1954. It could not be determined where the aircraft came from. The twin-jet aircraft which always flew in individual elements of two while developing vapor trails were seen less frequently than the single-jet planes. The following features were observed on the twin-jet aircraft:
- Considerably swept-back wings like those of single-jet aircraft.
 - Slim fuselage with long nose, the latter much longer than on single-jet aircraft.
 - Entire aircraft longer than single-jet plane
 - Two long devices projecting beyond leading edges of wings; devices cut off in front
 - Slightly larger but slimmer than single-jet aircraft
 - Somewhat slower than single-jet aircraft
- The devices which were not seen under the wings but projecting beyond the leading edges were almost as thick as the fuselage. They were so large and thick that they were recognized at high altitudes. These devices were presumed to be jet engines, and definitely not auxiliary fuel tanks. The aircraft were undoubtedly of another type than the single-jet aircraft [redacted] 25X1
5. During 1954, night flights were repeatedly made by individual aircraft which apparently came from Liegnitz airfield. From the sound of engines heard it was inferred that they were the same single-engine and twin-engine aircraft which were observed during daytime. The noise of jet aircraft was never heard at night. [redacted] 25X1
1. [redacted] Comment. The airfield southeast of Liegnitz is occupied by a Soviet ground attack division headquarters and 1 or 2 ground attack regiments in addition to a transport unit equipped with Li-2s. 25X1
2. [redacted] Comment. Presumably Polish MiG-15 formations from Breslau or Soviet aircraft from Sagan-Kuepper. 25X1
3. [redacted] Comment. The correctness of this observation is doubted. It is assumed that source mentally transferred the well known features of the swept-back MiG-15 to the twin-jet aircraft of type Il-28 which have been stationed in Brieg since early 1954. 25X1

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