

CLASSIFICATION SECRET

COUNTRY	Austria	REPORT	
TOPIC	Aspern Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	30 June 1955 25X1
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			
This is UNEVALUATED Information			

1. Between 0815 and 1415 on 28 May 1955, 27 MiG-15s were observed at Aspern airfield. There was a 10/10 overcast at an altitude of about 1,500 meters, a northerly wind of about 15 km/h, a temperature of about 15 degrees, and good visibility. MiG-15s practiced flying. At 0920, two MiG-15s [redacted] took off in rapid succession from the eastern end of the runway toward the northwest. The aircraft climbed steeply and turned via south to the southeast. At an altitude of about 1,000 meters, MiG-15 [redacted] extended a sleeve target from its fuselage on a towing rope about 300 meters long. The sleeve target was approximately twice the length of the MiG and was about the same diameter of a MiG fuselage. The two aircraft disappeared toward the southeast. At about 0950, two aircraft again appeared over the field and subsequently landed individually on the runway from southeast to northwest. After taxiing to a stop, the aircraft were towed by 3-axle trucks over the taxiway to the refueling point in the southern corner of the field.

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At 1000, two MiG-15s [redacted] took off in the same direction. The former aircraft taxied under their own power from the dispersal area north of the flight control building toward the northeast across the landing field and the runway to the eastern end of the runway. After turning to the northwest, the aircraft stopped for about 20 seconds and then taxied to the take-off point. When MiG-15 [redacted] became airborne, the other MiG-15 taxied to the take-off point in the same manner and finally took off. A time interval of 150 seconds elapsed between the take-offs. At 1035, the aircraft returned to the field after conducting a flight similar to that of aircraft [redacted].

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[redacted]. The landing was also made in the same manner. The aircraft remained at the refueling point for 18 minutes and subsequently were trucked back to the dispersal area north of the flight control building.

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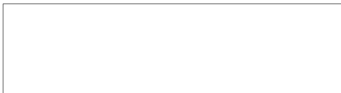
At 1045, the same take-off procedure was conducted by two MiG-15s with the [redacted]. There was an interval of 120 seconds between the take-offs. At an altitude of about 800 meters MiG-15 [redacted] extended a sleeve target on a 300-meter-long rope.

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At 1130, MiG-15 [redacted] approached from the southeast and landed on the runway toward the northwest. After 2 minutes, MiG-15 [redacted] also appeared from the southeast, dropped the sleeve target over the eastern end of the runway, banked towards the south, and then landed from southeast to northwest. The MiG-15s were again towed away as described previously.

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Up to 1330, no further take-offs were made at the field. Between about 0900 and 1230, 10 MiG-15s were parked on the dispersal area north of the flight control building. Only 6 of them were involved in air activity. Repair work was being done on the easternmost aircraft. This plane remained there while the aircraft were towed from this dispersal area to the northeastern edge of the taxiway.

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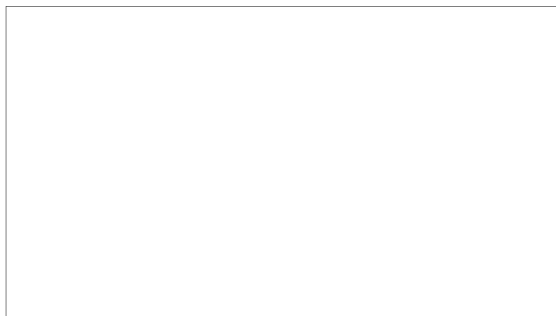
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Truck [redacted] was parked in front of the building southeast of the Essling stopping place. Two tank trucks were being refilled in the fuel dump at the western edge of the field.

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[redacted] Comment. Aspern airfield is still occupied by a Soviet fighter regiment equipped with MiG-15s.

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