

CLASSIFICATION SECRET

COUNTRY	East Germany	REPORT	
TOPIC	Erfurt-Bindersleben Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	27 June 1955
REFERENCES			25X1
PAGES	3	ENCLOSURES (NO. & TYPE)	This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Erfurt-Bindersleben airfield between 16 April and 23 May 1955:

16 April. At 1140, two MiG-15s or U-MiG-15s were seen aloft over the town of Erfurt. They subsequently landed at Erfurt-Bindersleben airfield.

17 to 19 April. There was no air activity.

20 April. At noon, two MiG-15s or U-MiG-15s landed at the airfield after being aloft for 35 minutes over the town of Erfurt.

22 April. Two MiG-15s or U-MiG-15s were flying over the vicinity of Erfurt and landed at the airfield at 1415.

23 and 25 April. There was no air activity.

26 April. At 1450, 2 MiG-15s or U-MiG-15s were seen aloft. At 1520, these aircraft landed at the airfield. Four MiG-15s or U-MiG-15s were observed at the field.

27 April. At 1520, 2 MiG-15s or U-MiG-15s landed. These aircraft had been aloft for about 30 minutes in the vicinity of Erfurt.

28 April. At about 1400, one Li-2 landed and was parked near the flight control station. Later on, the Li-2 was unloaded near the individual building southwest of the flight control station. At about 1500, the Li-2 took off again. Between 1600 and 1630, another Li-2 landed at the field and was also unloaded near the building. Two 1.5-ton trucks and 1 jeep were engaged in the unloading operations in addition to hoisting gears. After the first Li-2 taxied away from the unloading point, 6 large boxes which had an estimated size of 2 cubic meters and a length of 3 meters were observed. After the second Li-2 taxied away, two additional large boxes and 4 to 5 smaller boxes could be observed. The smaller boxes had a length of 3 meters but only a volume of 1 to 1.2 cubic meters. All boxes consisted of unpainted wood. One large crate was handled with special care and the crate was not tilted.

1 May. At 1335, 2 MiG-15s or U-MiG-15s landed. Four MiG-15s or U-MiG-15s were observed at the dispersal area.

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6 May. At Erfurt-Nord airfield, gliding was practiced. There was no air activity at Erfurt-Bindersleben airfield.

9 May. At 1100, an element of two MiG-15s or U-MiG-15s took off and landed again at 1120. One Po-2 landed at 1310, coming from the direction of Weimar and took off at 1340. At 1330, one Yak-11 landed and took off again 20 minutes later.

10 May. Between 1010 and 1630, there was intensive air activity by MiG-15s or U-MiG-15s. It was observed that the MiG-15s or U-MiG-15s practiced flying in formation of two and four. From the fact that one element of two and one formation of four were aloft at the same time it was inferred that a total of 6 MiG-15s or U-MiG-15s practiced flying. The aircraft took off and landed at intervals of one minute. The planes flew in staggered formations at distances of two wing spans. The good flight discipline indicated that pilots in an advanced status of training were flying. No change of formations was seen. At noon and at 1405, one Li-2 each landed and took off about half an hour later in an east-northeasterly direction. From the way in which the two aircraft approached and took off it appeared that they were heavily loaded.

Between 1500 and 1600, 2 Po-2s and 2 Yak-14s landed and took off. At the same time, one Yak-11 was observed in the Erfurt area, but it was not observed that this aircraft landed at Erfurt-Bindersleben airfield.

11, 14 and 15 May. There was no air activity.

16 May. Between 1030 and 1100, one MiG-15 or U-MiG-15 was seen aloft over the Erfurt area. Later on, the aircraft landed at Erfurt-Bindersleben airfield. Sixteen to 18 MiG-15s or U-MiG-15s were seen parked in a line near the flight control station. Two aircraft were parked about 100 meters northeast of the flight control station.

17 May. At 0845, one Li-2 landed at the airfield. No further air activity was observed.

18 May. Between 0830 and 1600, formation flights in elements of two were practiced. Take-offs and landings were made at intervals of about one minute. A maximum of three elements of two were simultaneously aloft. Immediately after the landing of one element the next element took off. Fourteen MiG-15s or U-MiG-15s were parked near the flight control station.

19 May. There was no air activity.

20 May. Between 0830 and 1520, formation flights in elements of two were practiced. At 1320, one U-MiG-15 landed and 20 MiG-15s or U-MiG-15s were observed on the landing field.

21 and 22 May. There was no air activity.

23 May. At 1725, one Po-2 landed at the field. There was no further air activity. 1

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2. Between 1900 and 2000 on 30 April 1955, a column of 30 trucks could be observed at the main guard house. The column proceeded toward the fuel dump and were loaded with tanks and construction materials. No construction work could be observed up to the date mentioned. It was learned that about 700 hectares of ground have been seized west, north and northeast of the airfield. It was probably planned to enlarge the airfield area. Erfurt-Nord airfield was used for glider training purposes in the frame of the Athletic and Technical Association (GST).²

1. Comment. So far, Erfurt-Bindersleben airfield was occupied by an alert flight. Since 10 May 1955, the number of aircraft stationed at the field has been increased as in the summer 20 jet aircraft have been observed additional aircraft has not yet been observed. *the*

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2. Comment. The delivery of construction materials and the seizure of ground probably indicate building projects; the present aircraft strength at the airfield would prevent larger construction projects for the time of occupation.

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