

CLASSIFICATION SECRETCOUNTRY East Germany REPORTTOPIC Kummersdorf Bomb RangeEVALUATION PLACE OBTAINED 25X1DATE OF CONTENT: DATE OBTAINED DATE PREPARED 6 July 1955 25X1

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS 25X1

This is UNEVALUATED
Information

1. Kummersdorf bomb range was observed during the period 15 - 27 May 1955 and in particular the following was noted:

25X1

16 and 18 May. Bombing was practiced by jet fighters. At about 0700, 3 jet fighters flying side-by-side approached from the southeast at an altitude of between 800 and 1,000 meters and crossed over the targets represented by tank dummies in Jagen (Forest sub-district) 104 to 106. The interval between the 3 aircraft was one wing span. While flying west of the targets, the 3 jet fighters in close-order formation turned toward the ground targets, and at a distance of 1,500 to 2,000 meters, flew in straight-line to the targets. Without turning to the left or right, the 3 aircraft dove in close-order formation to about 400 meters where each of the aircraft dropped 2 bombs. About 11 to 13 seconds elapsed from the moment of release until the detonations were heard. The place of observation was about 1.5 km from the bomb range. The bombs were suspended under the wings between the auxiliary fuel tanks and the fuselage; under the first third of the wing when seen from the fuselage. After bombing the 3 aircraft again climbed to the altitude of approach and then crossed over the targets heading west. About 800 meters west of the targets, the formation dispersed and the aircraft individually banked and made a gliding approach to the ground targets. At an altitude of 400 to 500 meters, the first aircraft began to fire from cannons at the tank dummies. Four to 6 rounds being fired were heard twice before the aircraft again climbed to 800 or 1,000 meters. The second and third aircraft repeated the same procedure. When the 3 aircraft had attacked the ground targets with aircraft armament, they assembled in close-order formation west of the firing range, crossed over the target area another time and then headed northwest.

A short time after the 3 jet fighters had disappeared from view, the next flight appeared. It was occasionally observed that, during the first attack, the jet fighters individually dropped 2 bombs over the targets and subsequently assembled in line abreast formation for firing from aircraft weapons. During all attacks it was noted that the jet fighters dived to about 400 meters for bombing and to about 150 meters for firing.

These exercises lasted until about 1930. The jet fighters had the static tube fitted on the right wing. An auxiliary fuel tank was fitted approximately in the middle of each wing and projected beyond the leading edge. It was definitely observed that the radome assembly protruded far beyond the rear jet aperture. The wing tips were slightly rounded off.

25X1

SECRET

- 2 -

25X1

17 and 27 May. Il-10s which flew in formations of 3 and 6 dropped time bombs from 40 to 50 meters over the targets. The bombs detonated after about 30 seconds. The Il-10s on 17 May had red propeller hubs and on 27 May yellow propeller hubs. The targets located in Jagen 104 to 106 and 112 to 114 were represented by tank dummies some of which were painted green while others were still unpainted. No radar target reflectors were observed.

2. Between 0730 and 1245 on 30 May, MiG-15s or U-MiG-15s approached Kummersdorf bomb range at a high altitude from the northwest. The aircraft alternately **flow in formations of two or three, banked over Kumerdorf and then individually glided down over the bomb range.** Between kilometer markers 3.5 and 4, the aircraft alternately fired from aircraft weapons and dropped bombs. Between 2200 and 2400 on 8 June, heavy detonations were felt in Spereberg. The cause of the detonations could not be determined.

Comment. The practices observed over Kummersdorf bomb range agree with previous observations. The bombs were suspended under the wings between the auxiliary fuel tank and the fuselage of the MiG-15s as has previously been observed in Koethen. The Il-10s with red propeller hubs belong to the GA Regt in Brandenburg-Industriehafen and those with yellow propeller hubs to the GA Regt in Doeberitz.

25X1

SECRET