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COUNTRY	East Germany	REPORT	
TOPIC	Rechlin-Laerz Airfield		
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	6 July 1955 25X1
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	1 - sketch on ditto with legend 25X1
REMARKS	This is UNEVALUATED Information		
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1. Air activity and aircraft at Rechlin-Laerz airfield between 18 April and 21 May 1955:

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18 April. Between 1400 and 1700, a local flight was made by a MiG-15 or U-MiG-15 at intervals of about 30 minutes. At about 1500, a swept-back jet fighter towing a sleeve target on a rope about 250 meters long was seen flying at an altitude of about 2,000 meters. Another MiG-15 or U-MiG-15 approached the sleeve target from the rear above without firing. Between 1830 and 1900, the alert formation of 4 MiG-15s or U-MiG-15s was parked north of the eastern end of the runway. Two trucks and 15 to 20 soldiers were seen near the aircraft which were covered with tarpaulins. An additional 8 canvas-covered MiG-15s or U-MiG-15s were parked near the flight control station. About 35 swept-back jet fighters which were also covered with tarpaulins were seen in the southwestern curve of the taxiway.

21 April. There was no air activity. A total of 53 to 58 MiG-15s were parked at the field.

22 April. Between 0930 and 1630, local flights were alternately made by 1 and 2 MiG-15s or U-MiG-15s at intervals of about 30 minutes. The aircraft were observed. The aircraft flew at an altitude of about 1,000 meters. The two planes flying in formation kept an interval of about 2 wing spans and a distance of about 4 aircraft lengths being staggered to the right rear.

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5 May. Night flying was practiced between 2220 and 2300. Elements of two aircraft landed at an interval of about 10 minutes. The two aircraft of a formation touched ground within 5 seconds. Eight aircraft were seen landing, while 8 to 10 aircraft with set position lights were still aloft. Then these aircraft approached for landing at an altitude of about 50 meters, two searchlights in the extension of the runway were switched on and illuminated the direction of the runway. Just before touching ground, the landing aircraft switched on its landing light which was apparently fitted in the middle of the aircraft.

6 May. At 0730, a MiG-15 or U-MiG-15 took off while towing a sleeve target on a rope about 200 meters long. Two aircraft alternately approached the sleeve target from the rear approximately at the same altitude as the

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towing aircraft. At a small distance from the sleeve target, the attacking aircraft turned to the left. At 1230, a sleeve target was released over the airfield. Between 0930 and 1030, three take-offs were made in elements of two aircraft which were parked on the runway aft of each other and about 50 meters apart. The two aircraft circled over the airfield in formation and landed within 5 seconds. Up to 6 aircraft were simultaneously aloft. After the landing, the aircraft taxied to the eastern end of the runway on the southern taxiway. Three trucks and 1 two-axle tank truck were parked there. About 30 soldiers were seen around the aircraft that were waiting for the take-off. The alert formation of 4 aircraft was marked south of the eastern end of the main runway. The aircraft [redacted] were seen. About 50 meters south of the alert formation was a radio truck with an antenna on the roof. The antenna resembled that of a RUS II set.

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7 May. Between 0900 and 1230, it was observed from a distance that ten elements of 2 MiG-15s or U-MiG-15s crossed over the field. The two aircraft of the individual formations flew at a distance of about 5 aircraft lengths and an interval of about 2 wing spans.

12 May. Between 0700 and 1800, air activity was observed. A MiG-15 or U-MiG-15 towing a sleeve target crossed over the field at 0830, 1200 and 1530. Up to 6 aircraft flying in elements of two were simultaneously aloft. Approach flights were made at the towed sleeve target. [redacted]

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14, 16 and 17 May. Between 0900 and 1800, there was air activity by MiG-15s or U-MiG-15s of which up to 6 were aloft at the same time.

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18 May. Fifty tinfoils, similar to those dropped during WW II, were found in the wood south of Rechlin-Laerz airfield. They had apparently been dropped during the night of 16/17 May. The foils were about 1.2 meter long and 2 to 3 cm wide. They were strips of brown paper with a tin foil coating on one side. Between 0800 and 1730, local flying was practiced by individual MiG-15s or U-MiG-15s and elements of two.

21 May. Between 0830 and 1130, local flights were made by swept-back jet fighters, and high-altitude flights including sharp banks were made by 3 MiG-15s or U-MiG-15s. 1

2. The following radio and radar installations were observed:
The Token-type set was still observed in the radar station on Sprottscher Mountain. The radar set slowly rotated during air activity on 6 and 12 May. On 6 May, a radio mast 4 to 5 meters high and next to it a small wooden hut were observed in the eastern extension of the runway about 150 meters from the end of the runway. 2
3. The two sides of the main runway were marked by lamps about 50 meters apart. A row four lamps which apparently radiated their light to the east were observed in the eastern extension of the main runway about 50 meters east of the Retzow-Mirow road. The four lamps were about 25 meters apart and installed about 1 meter over the ground.

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4. On 3 May, two groups each of 50 soldiers wearing black-bordered blue spaullets and coats, but without weapons, marched from the direction of Rechlin to the airfield. Four railroad tank cars were seen on the end section of the spur track north of the Mirow Canal. The fuel was being transferred into tank trucks with trailers which did not pass through the entrance near the guardhouse but through a gap in the fence about 200 meters north of the guardhouse. Some boards of the wooden fence had been removed in the gap.
5. Air activity and aircraft observed between 25 April and 20 May:
- 25 April. At about 1030, MiG-15s or U-MiG-15s flew in formations of two and four over Mirow at an altitude of about 300 meters. Not more than 6 aircraft were simultaneously aloft.
- 5 May. During the morning, individual local flights were made by MiG-15s or U-MiG-15s over the field at altitudes between 300 and 500 meters. Between 2230 and 2300, individual flights were made by jet fighters with set position lights. Flare signals with a burning time of 6 to 8 minutes were dropped over the Starsow-Kruemmel area. Firing activity was not heard.
- 6 May. Between 0800 and 1700, there was local flying by MiG-15s or U-MiG-15s.
- 11 May. Between 0700 and 2400, there was intensive flying by individual aircraft which made local flights. The sound of automatic weapons being fired was occasionally heard from the northwest. It was learned that the jet fighters had allegedly fired at ground targets, wrecked cars etc. and also that splinter effect had endangered the workers in the near vicinity.
- 12, 16 and 17 May. From 0700 until afternoon, local flying was practiced by MiG-15s or U-MiG-15s.
- 18 May. Throughout the day, individual local flights were made by MiG-15s or U-MiG-15s. At about 2200, the sound of a formation of jet fighters was heard flying at a high altitude over Mirow heading toward the west.
- 19 May. Individual local flights were made by MiG-15s or U-MiG-15s during daytime.
- 20 May. There was individual local flying by swept-back jet fighters in particular during the evening hours. 1
6. At 1400 on 7 May, there was air activity by MiG-15s or U-MiG-15s. A total of 23 jet fighters without tarpaulins were parked on the dispersal area near the western end of the main runway, 6 additional jet fighters were at the eastern end of the runway, and 2 jet fighters practiced flying over the field. At 1500, a new shed built like a lean-to roof that was unusually long was observed near and parallel to the Mirow Canal, in the southwestern corner of the landing field. Motor vehicles of the same type as observed/the parking side near the western end of the runway were parked under this roof. Maintenance work was apparently being done on the parked aircraft which were surrounded by a sizeable number of personnel. The rear end of the fuselage was removed from individual aircraft. Several tank trucks and some sedans were parked near the planes. 1
7. At 1500 on 25 May, no air activity was observed at the field. About 50 MiG-15s or U-MiG-15s were seen at the field and parked in the following arrangement:
- 11 aircraft at the eastern edge along the runway
 - about 23 aircraft at the western edge of the field
 - about 15 aircraft along the southwestern edge of the field
 - 1 aircraft near the zeroing-in stand

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- 1. Comment. It is believed that Rechlin-Laerz airfield is still occupied by a fighter division headquarters and two fighter regiments. Intensive training activity was observed and 53 to 58 jet fighters were parked on the landing field. The dropping of tinfoils with the purpose of jamming the operation of electric locating equipment has repeatedly been reported. MiG-15 was previously observed in Wittstock, in Puetnitz, in Rechlin-Laerz, and the other numbers are reported for the first time. The lean-to roof was mentioned in a previous report. For sketch of airfield, see Annex.

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- 2. Comment. The Token-type radar and the radio installation in the flying lane were reported previously.

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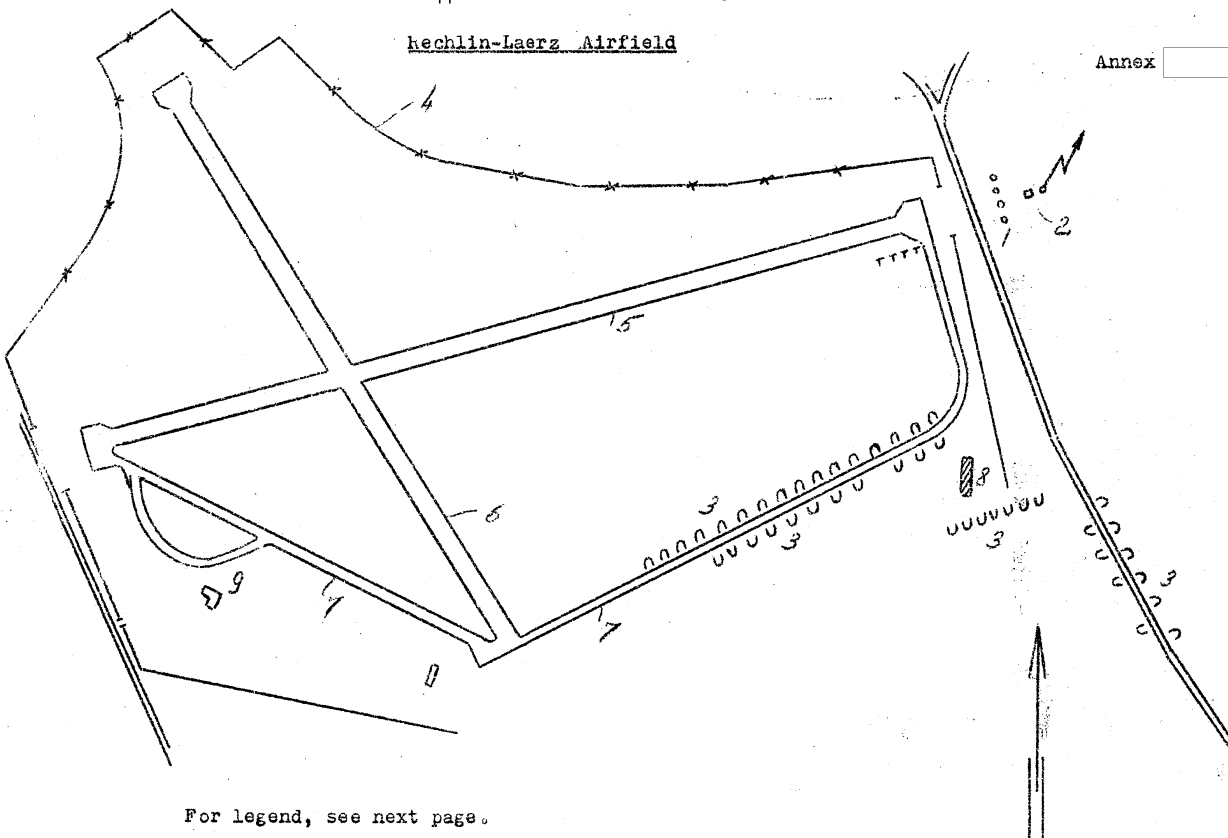
Hechlin-Laerz Airfield

Annex

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For legend, see next page.

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Legend

Rechlin-Laerz Airfield

- 1 Horizon lights
- 2 Barracks and radio truck in main flying lane
- 3 Aircraft revetments
- 4 Fence
- 5 Main runway
- 6 Auxiliary runway
- 7 Taxiway
- 8 Destroyed building
- 9 Flight control station

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